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[897]

## THE CORONET

June 5th, 1919,  
at 5.15 and 9.15 p.m.

LAST NIGHT

## THE ROMANCE

OF

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[125]

FOREIGN TRADE OF CHINA.  
REPORT OF THE MARITIME  
CUSTOMS FOR 1918.

In his report on the Foreign Trade of China during 1918, Mr. J. F. Olesen, Statistical Secretary of the Maritime Customs, says:—

## VALUE OF TRADE.

Notwithstanding the extraordinary and grievous drawbacks under which nearly all mercantile transactions had to labour, the value of the direct foreign trade of China for 1918 was the highest on record, the total being Hk. Tls. 1,040,776,113, an increase of Hk. Tls. 28,325,708 over that for 1917. Though this result was due to the universal advanced in prices and in spite of extensive shrinkage in the quantities of merchandise handled, it yet serves as striking evidence of the vigour and elasticity of China's trade. Further, it serves as an earnest of the development that may be looked for with the return of peace and normal conditions the world over.

## SILVER AND EXCHANGE.

Silver prices were high throughout the year and varied from 42½d. to 49½d. The demand rate of exchange for the Shanghai had ranged from 4s. 2½d. in January to 5s. 8½d. in September, after which it dropped away again to 4s. 1½d. in December. The average exchange value of the Shanghai was 4s. 3 13-16d., as against 4s. 3 13-16d. in 1917.

## REVENUE.

The total collection for 1918 was Hk. Tls. 38,445,045, as compared with Hk. Tls. 38,445,045 in 1917, or a decrease of Hk. Tls. 1,844,384. But if converted into terms of gold at the average rate for the year of 5s. 3 13-16d. to the Shanghai, as against 4s. 3 13-16d. in 1917, there was a gain amounting to 21,322,237. And as the principal part of the Customs revenue is absorbed in the service of loans and other gold payments abroad, the Chinese Government was actually a large gainer on the year's outturn when changed into gold.

## FOREIGN TRADE.

As stated above, the value of the direct foreign trade in 1918 was Hk. Tls. 1,040,776,113, the highest on record and Hk. Tls. 28,325,708 above the total for 1917. Reduced to sterling at the average rate of exchange for the two years—4s. 3 13-16d. for 1917 and 5s. 3 13-16d. for 1918—the figures work out to 221,873,277 for 1917 and 275,100,977 for 1918, yielding an increase in sterling of 253,297,700.

## IMPORTS.

Opium.—After the importation of Indian opium had ceased, from the 1st April, 1917, the unsold stock of the imported drug remaining in bond amounted to 1,800 chests. This the Chinese Government ultimately decided to purchase with the intention of destroying it and thereby removing once for all the last vestige of a terribly baneful trade. Many proposals were brought and pressed upon the Government to profit by the purchase or to utilise the opium by presentation to hospitals the world over and for other charitable medicinal purposes. But President Hsu Shih-chang, representing the best national sentiment and conviction as to the malvolent danger and temptation presented by the continued existence of the drug, was firmly resolved upon its total destruction. And this measure was consummated in the early days of the current year, when, under the most meticulous precautions against tampering, the whole of the remaining stock, which had cost the Chinese Government 24,000,000 taels, was burnt in specially constructed incinerators. This, as an act intended solely for the moral and physical welfare of the nation to guard it against a degrading vice, was one of the most noble and costly of its kind in history, comparing with the abolition of slavery by the British Government throughout its colonies. During the year under review there were imported at Dairen and Tsingtau 333 piculs of opium, valued at Hk. Tls. 520,000. This is an evil feature in the trade of the two ports under Japanese control, and it is welcome news that the Japanese Government intends to put an end to the harmful traffic.

Cotton Goods.—The trade in cotton piece goods was conducted under adverse conditions throughout the year. It is unnecessary to dwell on the shortage of supplies caused by the continuance of the war, the disturbed state of China, and the scarcity of money for these conditions had already become established in 1917. The rise in exchange naturally assisted the piece goods trade; on the other hand, it checked the export of Chinese produce needed to cover the cost of imports. But the prime cost of goods in Europe and America—in some cases five times as great as before the war—with the addition of enormous freights, is sufficient to account for the decrease in imports from Western countries, while most of the Japanese lines also show heavy decreases, due to the increased cost of production in Japan and shortage of shipping. Chinese dealers in piece goods proceeded very cautiously with their operations and, with the diminished business handled, did very well, exchange having been in their favour; but the importers had to contend with the impossibility of obtaining replacing prices for their goods. Towards the end of the year, a large business began with Siberia, mostly in goods for summer use, such as prints and white shirtings. During the past five years the imports of the principal plain cottons, namely, grey and white shirtings, sheetings, drills, jeans, and T-cloths, have been as follows:—

1914.	1915.	1916.	1917.	1918.
Piculs.	Piculs.	Piculs.	Piculs.	Piculs.
British 1,207,790	1,207,790	1,207,790	1,207,790	1,207,790
American 1,207,790	1,207,790	1,207,790	1,207,790	1,207,790
Japanese 1,207,790	1,207,790	1,207,790	1,207,790	1,207,790
Others 1,207,790	1,207,790	1,207,790	1,207,790	1,207,790
Total 1,207,790	1,207,790	1,207,790	1,207,790	1,207,790

And during the same period fancy piece goods, such as cotton prints, turkey red cottons, black, coloured and figured cotton italians, venetians, lastings, and poplins have been imported in the following quantities: 1914, 5,701,034 pieces; 1915, 3,484,913 pieces; 1916, 3,589,144 pieces; 1917, 3,051,586 pieces; 1918, 1,345,144 pieces.

The Chinese consumption of yarn was much smaller than in 1917, the decrease being due to trade having been hampered by political unrest and by the insecurity of transit due to robber bands, especially in Szechwan, which is the chief market for yarn. However, prospects for 1919 are bright, as the markets throughout the country are bare of stocks, and the rural population, having made large profits on their crops for several years, are only awaiting an opportunity to purchase in large quantities.

The cotton-spinning industry in China has had another prosperous year, and additional mills will be erected as soon as the necessary machinery is available from abroad; this, however, is hardly likely to be supplied for some years.

The silver value of the cotton goods imported fell from Hk. Tls. 158,850,387 in 1917 to Hk. Tls. 151,380,423, yet that represents an increase in sterling of 25,008,271.

Metals.—Metals rose from a value of Hk. Tls. 25,137,741 to Hk. Tls. 37,637,111.

## EXPORTS.

Cotton Goods.—There was a set-back in the export of locally manufactured cotton piece goods. This was not due to a diminished output from the mills but to the larger demand in China caused by the smaller arrivals and high prices of foreign fabrics, as already noted under imports. Whether China can become a large exporter of cotton goods may be open to question, but it does not seem over hazardous to predict in view of the abundance of raw cotton and of cheap labour in China, that the domestic product must ultimately oust the foreign.

Exports of cotton yarn were about equal in quantity but of twice the value compared with the previous year. The quantity exported was 1,990,004 piculs, valued at Hk. Tls. 37,637,111, showing an increase of 459,981 piculs and Hk. Tls. 17,591,473 over the output for 1917. As regards prices, they have risen high. Unfortunately, the practice of watering still continues, but Chinese mill-owners have come to realise the necessity of checking the abuse and also of improving the quality and growth of Chinese cotton. Their Association has undertaken to finance the work of improvement, which is to be carried out by the Professor of Agriculture at Nankang University, with the assistance of an American expert.

Silk.—The total export of both domestic and wild raw silk was 124,934 piculs, valued at Hk. Tls. 74,861,925, as compared with 125,890 piculs and Hk. Tls. 79,148,603 in 1917.

An important event in the history of the silk trade was the formation of the International Committee for the Improvement of Sericulture in China, which was brought about mainly through the instrumentality of Mr. Ling Ju-lin, a prominent silk merchant, who has been for some years, on his own initiative, engaged in improving the quality of Chinese silk. He enlisted the assistance of the foreign chambers of commerce and of the Foreign Silk Association, the Chinese Chamber of Commerce having already supported him. Through the united efforts of these bodies a subsidy of Hk. Tls. 4,000 monthly was granted by the Chinese Government; the services of an expert from Indo-China were engaged, and schools established at six stations in Kiangsu and Chekiang. That no further time was to be lost may be realised from the statement that upwards of 90 per cent. of the cocoons at present used for breeding are more or less affected with disease; that the worms are insufficiently fed and are piled up in very narrow rooms, the seeds never being selected; and that a great number of them die from sickness before producing their cocoons, a still greater number of them producing only weak, thin, or faulty cocoons. Consequently the weight in cocoons yielded by the breeders is very poor considering the number of worms raised. At the stations already established by Mr. Ling Ju-lin excellent results have been obtained, a weight of only 3.80 piculs of cocoon is required to yield 1 picul of raw silk, as compared with 5.50 to 6 piculs from cocoons raised in the ordinary haphazard way.

This reform in silk culture has been urged for the past 30 years, and now that the initial difficulties in the way have been overcome, there seems to be good hope that great strides will be made so that China's silk industry may be placed in a position to meet the ever-growing competition from other countries. The superior quality of Chinese silk is fully established and universally recognised; it only remains to secure an increase of quantity by the adoption of scientific culture. The fact that Cantonese silk merchants have made inquiries concerning the work of the Committee indicates that steps will also be taken to improve the southern silk.

Ten.—The tea trade of China in 1918 was the most calamitous on record to both Chinese and European dealers. The losses experienced by tea men in 1917 and the very small advances made by Chinese banks resulted in low prices up-country, and the low prices caused short supplies, as the leaf of part of the first crop and practically the whole of the later crops were either left unpicked or used for Chinese consumption. The total crop for export in 1918 was about 150,000 piculs, compared with 200,000 piculs in 1917 and 230,000 piculs in 1916, but the supplies were more than adequate to the demand, as 50,000 piculs remain unsold in March, 1919.

It is encouraging to learn of the early beginnings of modern improved methods in the preparation of China tea for the market. Among these are an experimental and testing farm in Anhwei working under the auspices of the Board of Agriculture; the Ningchow Tea Plantations, Limited, which is the first Chinese estate to adopt manufacture by machinery; and the China Model Tea Estate, Limited, which also uses improved methods. The greatly altered conditions brought about by the war and by the collapse of Russia may not improbably

lead to a change, long contemplated and desired by many, namely, the removal to Shanghai of the tea business hitherto done at Hankow, Kiukiang, and Foochow. The market for all kinds of China tea would then centre in one place, which would undoubtedly be of advantage to all concerned.

## TONNAGE.

There was a further heavy decline of tonnage entered and cleared. The total for the year was 30,347,708 tons, or 8,559,343 tons less than in 1917. British tonnage suffered the most, with a decrease of 3,664,848 tons; Chinese came next, with a reduction of 2,340,113, due to the loss of vessels and to the frequent commandeering of ships for military purposes; then the Russian, with 633,671 tons; the French, with 354,663 tons; the Norwegian, with 216,880 tons; the Dutch, with 136,592 tons; and the Danish, with 55,391 tons. On the other hand, Japanese tonnage increased by 701,729 tons; American, by 89,798 tons; and Italian, by 13,864 tons.

## FREIGHT.

The dearth of steamers experienced in 1917 continued, and there was only one sailing of British vessels in the first month of the year. The situation became more acute as the British Government requisitioned tonnage for special cargo on the 31st January, so that merchants were unable to obtain space for general cargo of any description. The rate by Japanese lines was 1,300s. per ton net for general cargo and 1,000s. for cereals; prohibitive. These rates were practically prohibitive, and no relief was available even after the expiry of the British Government's requisitioned tonnage for special cargo. Japanese vessels were few and far between. Freight rates to America at the beginning of the year were at G. 85s. per ton weight or measurement, but freights across the Pacific were slack, owing to uncertainty as to United States Government Import Regulations and the difficulty of obtaining import licences. In March there was a rush of cargo upon the receipt of advice that import licences would be refused after the 15th of the month. After that date freights were raised to G. 85s. per ton for general cargo, and the uncertainty owing to continual changes being made in the American Import Regulations caused stagnation in trade. In July this was accentuated by the rise in exchange, but enough cargo offered to keep the rates up to G. 85s. until September, when competition by outside steamers from Singapore compelled the Trans-Pacific Bureau at Hongkong to lower rates to G. 80s. The issue of entirely new regulations in October resulted in cargo from Shanghai dwindling to a vanishing point. After the signing of the Armistice there was a further reduction to G. 40s., but in spite of this little cargo offered, the restrictions not having been withdrawn at the end of the year.

## TREASURY.

The imports of treasure in 1918 were: silver, Hk. Tls. 38,124,000; gold, Hk. Tls. 1,228,000; and the exports were: silver, Hk. Tls. 12,629,000; gold, Hk. Tls. 2,298,000. While in 1917 the movement of bullion showed a net export of gold and silver amounting to Hk. Tls. 12,138,000, the reverse was the case in 1918, when there was a net import of both metals aggregating Hk. Tls. 29,449,000. Silver contributed a net import of Hk. Tls. 23,000,000, of which Hk. Tls. 15,000,000 came from America, but gold shipments left a net export of Hk. Tls. 1,000,000. Exports of silver to India fell off from Hk. Tls. 29,533,000 in 1917 to Hk. Tls. 5,340,000. Almost all of the gold and nearly three-fourths of the silver exported went to Hongkong, and whatever remains there may virtually be regarded for purposes of trade as still remaining in China.

## TARIFF REVISION.

An event during the year of importance to the Chinese Government and the mercantile community alike was the revision of the Customs Import Tariff. In the autumn of 1917 the Treaty Powers agreed to have the tariff revised and brought up to an effective 5 per cent. During the first days of January 1918 a commission, composed of Chinese and foreign delegates, assembled at Shanghai under the presidency of Mr. Tseng Shu-chi to revise the tariff. It was found, however, that though all the Powers interested had agreed in principle to the raising of the tariff to an effective 5 per cent, no agreement had been reached as to how this principle was to be carried out, or, in other words, as to which years were to be taken as the standard for determining the values of goods and the rates of duty to be paid on them. This question had been reserved for the decision of the Wai-chiao Pu and the foreign Ministers in Peking. The delegates in Shanghai had no authority to discuss it. Pending its decision in Peking the Tariff Revision Commission turned its attention to the drawing up of a provisional tariff, to be put into force immediately and to remain in force until the new tariff came into operation. But it was found impossible to reconcile conflicting views on the subject of the values on which it should be based, and the introduction of a provisional tariff fell through. In June the foreign Ministers, in consultation with the Wai-chiao Pu, reached the decision that the values of goods for the years 1912-16 should be taken as a basis for the revised tariff and that the revised tariff should only remain in force till two years after the conclusion of the war. The basis of valuation having been settled, the Commission began its discussions on the subject in July and ended its labours in December, when the revised tariff was unanimously adopted by the members of the Commission, subject to the approval of their respective Governments. The classification of goods in the revised tariff is generally much the same as in the 1902 tariff. The most important alterations are the following: (1) the duty on cotton yarn varies with the count of the yarn, (2) heavy grey shirtings and sheetings with more than 110 threads to the square inch pay more duty than those with 110 threads or less to the inch, (3) iron and steel (excepting tool steel) pay the same duty, (4) the classification of paper has been entirely changed, (5) timber has been divided into

(Continued on page of next column.)

## RELIEF WORK IN SOUTHERN CHINA.

## BRITISH-AMERICAN TOBACCO CO.'S BENEFICENT SCHEME.

It is not generally known that the British-American Tobacco Company has been doing a great deal of benevolent work recently, in the Heungshan and Kong-moon districts.

Since April the Chinese of these two districts have been suffering from famine, owing to the destruction of their rice and mulberry crops by the floods, and the hardships which they have been undergoing would make a ghastly tale. It is no exaggeration to say that hundreds have died during the past three months from sheer starvation in the two districts to which we have referred.

When the pitiable state of these people was brought to the notice of the British-American Tobacco Co., no time was lost in devising measures for relief, and large stocks of rice were at once purchased in Hongkong and despatched to the stricken area.

A reporter of the *Daily Press*, who had a chat yesterday with Mr. S. Mayes, of the British-American Tobacco Company, saw a photograph of the rice district at Sui-lam, in the Heungshan District. It is a striking, if somewhat morbid, souvenir of a memorable visit. The pinched, emaciated faces of the men, women and children tell a sad tale of the struggle for existence.

"We are distributing 4,700 piculs of rice in Sui-lam and 2,800 piculs in Sun-wui," said Mr. Mayes, "among approximately 18,000 people."

This must mean a great deal of work, ventured the reporter.

"We were greatly helped by the elders of the villages, who are very grateful for the work we are doing. The elders have done a great deal for the people, and they cannot do more, because, owing to the floods, they have had no rents whatever for the past two years. When I went to Sui-lam for the first time, in connection with our scheme, the elders gave me a grand reception and presented me with a gold medal as a souvenir. They are doing their best to see our scheme so worked that only the really indigent people benefit."

"What is your system?" "The rice is stored by the elders at Sui-lam and Sun-wui, and tickets, each perforated into ten sections, are distributed among those people who, by their appearance, are starving. Each of the perforated portions is exchanged at the store for 3 catties of rice, so that each ticket is worth 30 catties."

"And the price?" "We are giving the rice at what amounts to five cents of Hongkong money per catty; that is, we are losing about 2 cents on every catty. The British-American Tobacco Co. will be about \$10,000 out of pocket on the scheme. When we purchased such large quantities of rice in Hongkong, we got it at a reduced rate, owing to the purpose for which we were buying. There was, besides, a great deal of free labour put in by these people who appreciated what we were doing. Our relief work is in full swing now."

"How long will it continue?" "I do not think it will be necessary for us to distribute any more rice after the end of this month. If nothing untoward happens, the rice crop, which will be gathered within the next three weeks, will be very satisfactory one. Even now conditions are improving slightly, for the mulberry crop has just been gathered. One thing I must mention, and that is that the British-American Tobacco Company had to expend about \$80,000 in order to lose the \$10,000. The latter figure could have been borne by the united efforts of the elders of the two districts, but they could not have obtained the \$80,000 with which to meet the original expenditure for rice."

rough hewn, sawn, and manufactured. In some cases duty rates have been more than doubled; in others they have been lowered, so it is hard to estimate how much China will gain by the revision. Probably the total increase of revenue to be derived from goods which paid specific duties under the 1902 tariff will be from 30 to 33 per cent., but under that tariff about 20 per cent. of the goods imported paid *ad valorem* duties. If these goods continue to pay *ad valorem*, no increase of duty will be derived from them, and in cases where *ad valorem* duties have been changed into specific duties there will be a loss of revenue, for the values of goods in the years 1912-16 on which the new tariff is based were lower than they now are. The net gain in import duties which China will make by the new tariff may, therefore, be estimated at 25 per cent. In 1917 China collected 15 million taels in import duties. On the same volume of trade she should gain about 4 million taels a year by the revision of the tariff.

Railway development all over China has been completely halted by the exhaustion of the treasury, due mainly to the excessive demands for expenditure growing out of the civil war. What is worse is that the existing lines are not maintained in an efficient state, but have been allowed to deteriorate so scandalously that equipment and service that shipment of cargo is subjected to intolerable delays, while the passenger trains on some of the main lines are in such a condition that a journey in them has been aptly described as a nightmare.

CIVIL WAR. The year opened with the country divided into two hostile sections: South against North. That is to say, the military and political leaders were so divided; the vast body of the nation were totally unconcerned, save in so far as they were made direct sufferers by the operations and depredations of the belligerent forces. The internecine strife has been terribly costly in life, property, and human happiness; in detrimental results to industry and trade, and in loading the country with a huge and unproductive investment to the public debt. But China's recuperative capacity is proverbial. Given a fair chance under good government, and the country and nation will again flourish abundantly.



## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council will be held in the Council Chamber at noon to-day.

Notice has been given of the following questions:—

## HAWKERS' LICENCES.

By the Hon. Mr. Lau Chu Pak:—  
(1)—There being numerous complaints regarding the refusal of the Police Department to issue hawkers' licences in many cases, will the Government state:—

(a)—What was the largest number of hawkers' licences that had ever been issued, and what is the total number of current licences that have been issued to date?

(b)—In view of the fact that the refusal to issue such licences may operate hardly on many deserving poor people, and of the consideration that those who are unable to obtain such licences may go to swell the number of bad characters in this Colony, whether instructions will be given to the Captain-Superintendent of Police, not to withhold licences from applicants therefor, unless they are known to be bad characters?

(c)—In the case of boys arrested for hawking without a licence, will the Government have the law so amended as to empower the magistrates to punish the parents or guardians instead of the boys themselves?

## MEANS OF COMMUNICATION AND WATER SUPPLY.

By the Hon. Mr. C. G. Alabaster, O.B.E.:—

(1)—When will the section of Coronation Road to the north of File Street be completed so as to develop building sites and to provide through traffic with a direct route to the Taiipo and Castle Peak Roads?

(2)—Will the Government construct a temporary ricksha road from a point on the Yau-mat-tai Kowloon City Road to the main gate of the Old Kowloon Walled City, so as to render the walled city and numerous houses to the west of it accessible by wheeled vehicles from Yau-mat-tai?

(3)—Is it a fact that the new market at Sam-sui-poo has no supply of fresh water?

(4)—Is it a fact that there are about 200 modern buildings (including a Public Dispensary, a temple and several factories) at New Sam-sui-poo, accommodating about 6,000 people, who have no fresh water supply, except three street standpipes?

(5)—Is it a fact that there are about 2,400 boat-builders at Cheung Sha-wan, to the north-west of Sam-sui-poo, who have no fresh water supply except four shallow wells surrounded by rubbish heaps and manure pits?

(6)—Is it a fact that there is no fresh water fire service at Cheung Sha-wan of Sam-sui-poo, and that most of the buildings are inaccessible from the Fire Fleet?

(7)—Is it a fact that the Kowloon Reservoir has considerably more water in it this year than at the same period last year, and that the mains from the reservoir run within easy distance and at a convenient level for supplying Sam-sui-poo and Cheung Sha-wan?

(8)—When will an adequate supply of water (1) for domestic use, (2) for fire service, be provided for (a) New Sam-sui-poo and (b) Cheung Sha-wan?

## ORDERS OF THE DAY.

First reading of a Bill intituled An Ordinance for the more effectual protection of marine stores.

First reading of a Bill intituled An Ordinance to amend the law relating to the registration of births and deaths.

First reading of a Bill intituled An Ordinance to amend the Arms and Ammunition Ordinance, 1900.

First reading of a Bill intituled An Ordinance to make provision for determining the date of the termination of the present war, and for purposes connected therewith.

First reading of a Bill intituled An Ordinance for the better prevention of Corruption.

First reading of a Bill intituled An Ordinance to authorise the Bank of Canton, Limited, to convert its silver capital into gold.

First reading of a Bill intituled An Ordinance to provide for the Incorporation of the Missions to Seamen in Hongkong.

\* This Bill will be carried through all its stages at this meeting.

## HONGKONG TRAMWAY CO., LTD.

The approximate statement of traffic receipts for the week ending May 25th is as follows:—

	Receipts	Expenditure
For the week	£12,511	£10,200
This Year	12,163	10,120
Excess	239	10,120

## SMUGGLING OPIUM. OVER \$6,000 IN FINES.

That the smuggling of opium into Hongkong is carried on extensively is evidenced by the number of cases heard daily at the Magistracy. Deterrent fines and imprisonment are meted out to the offenders, but, apparently, have no effect, as the illicit traffic continues. It is common knowledge that for every smuggler apprehended ten manage to elude the Police.

At the Magistracy, yesterday, Mr. R. O. Hutchison had five persons before him charged with smuggling. The total amount of opium involved was 54 taels, and the fines inflicted totalled over \$6,000. In the first case a Chinese woman was arrested on the Praya and taken to the Central Police Station, where she was let out on bail of \$300. The woman, paid cash and left the station. She did not attend Court, yesterday, the Revenue Officer who prosecuted stating that she had left for Shanghai.

A Chinese male was charged with being in unlawful possession of 20 taels of opium.

Defendant disputed the amount, stating that there were only 12 taels of opium.

Inspector Macdonald informed the Magistrate that the man was arrested by a constable as he was leaving a sampan. On being searched, the drug was found concealed in a girdle tied round his waist.

Mr. Hutchison fined defendant \$3,000, with the alternative of six months' hard labour.

An old Chinese woman was charged with being in unlawful possession of 6 taels of opium.

The woman stated that she had only recently come from Annam, and on the voyage a man gave her the opium.

Mr. Hutchison imposed a fine of \$500. Two old women were charged with having 24 and 12 taels of opium, respectively, in their possession.

Defendants were arrested on the Praya, which arrived from Saigon. Their luggage was searched and the opium was found concealed in false bottomed boxes.

Mr. Hutchison fined the defendants \$2,000 and \$1,000 respectively.

## SERIOUS CHARGE AGAINST A POLICE SERGEANT.

MR. R. E. LINDSELL AND THE PRESS.

At the Magistracy, yesterday, before Mr. R. E. Lindsell, Sergeant McCulloch, of the Shaukiwan Police-station, was charged with indecently assaulting a young Chinese girl.

Mr. Leo Longinotto (Assistant Crown Solicitor) prosecuted, and Mr. W. L. Shenton defended. Mr. A. E. Hall, of Messrs. Le & Lo, watched the proceedings on behalf of the parents of the girl.

As soon as Mr. Lindsell sat on the Bench, he said: "I think this case should be heard in camera." The crowd of spectators who had gathered to hear the case then left the Court, the Press representatives only remaining in their seats.

Mr. Lindsell: I think this case should not be reported in the Press. I think a notice has been given before to that effect. The finding, which is recorded against the defendant will be made known to the Press. I don't think any details whatever should be reported. The Press representatives, who were still waiting, were then asked to leave the Court by Sergeant Willis.

## AN OLD OFFENDER.

HELPED FROM THE POOR BOX.

At the Magistracy, yesterday, before Mr. R. O. Hutchison, an old Chinese man was charged with begging alms.

Inspector Macdonald stated that defendant was an old offender. Some time ago he was charged with the same offence, and Mr. J. R. Wood, before whom he appeared, feeling sorry for the man, gave him a sum of money from the Poor-box to purchase a permit. The Police bought him a hawker's outfit and also gave him a place to keep a stall in West Point. The man stayed for two days and then disappeared, being subsequently found at West Point begging. He carried a paper in front of him relating all his misfortunes. The man's hand was paralysed as a result of being bitten by a poisonous snake. He was a most persistent beggar and annoyed people. Several letters had been received complaining of the man's behaviour.

Mr. Hutchison fined defendant \$15.

## ALLEGED POSSESSION OF ARMS.

SIX RUSTY MUSKETS FOUND IN A JUNK.

At the Magistracy, yesterday, before Mr. R. O. Hutchison, six Chinese were charged with being in unlawful possession of six muskets.

Mr. A. E. Hall appeared for the defence. The muskets, which were old and rusty, dated back to about a half-century ago, were discovered in a junk at Shaukiwan by the Police, who arrested the crew. The master of the junk, probably hearing of the Police search, had disappeared.

Mr. Hutchison said this sort of case was considered very serious. He recommended the case for a week's fixing bail at \$100 each.

## STRAITS SHIPPING COMMISSION.

ATTEMPT TO ADJUST DIFFERENCES.

The report of the Straits Mercantile Marine Service Commission appointed to inquire into the differences existing between deck officers and engineers serving in certain vessels engaged in the local trade has been issued.

The report states, *inter alia*:—  
SALARY.

We are of opinion that a clear case as to the inadequacy of the pay of deck officers and engineers at the time of the deadlock has been made out.

We feel that it is necessary in considering the difference between the owners' offers and the officers' claims to take into account the very considerable variation in size and, therefore, earning capacity of the ships in the various fleets.

It is claimed by the officers that the master of, say, a 75-ton ship should be on the same scale according to his seniority in an owner's service as a master of a 1,000-ton vessel, and it is contended by the owners that this would involve loss, or in some cases additional loss, on the running of very small ships.

In regard to masters we hold that a discrimination by way of tonnage of their commands is desirable and we recommend that the scale of pay be \$420 per mensem rising to \$540 per mensem by annual increments of \$30 per mensem, with a charge allowance of \$30 per mensem while in command of vessels of gross tonnage exceeding 250 tons, of \$40 per mensem while in command of vessels of gross tonnage exceeding 500 tons, and of \$60 per mensem while in command of vessels of gross tonnage exceeding 1,000 tons. Provided that a master of a vessel not exceeding 250 tons gross tonnage shall not draw more than \$300 per mensem.

Chief engineers we recommend should be placed on a scale of \$420 per mensem rising to \$540 per mensem by annual increments of \$30 per mensem, and we recommend that the same rate of charge allowance based on tonnage should be paid to chief engineers as to masters.

In the case of small ships, where a second-class engineer as the sole engineer meets the requirements of the Merchant Shipping Ordinance we consider that a charge allowance of \$30 per mensem should be paid to such second engineers sailing as chief.

We feel that in regard to pay, chief officers and second engineers should be placed on a level and that second officers and third engineers should also be on identical scales.

As we have said elsewhere in this report the cost of living has risen very considerably recently and we consider that, apart from prospects of promotion to master or chief engineer, the possibility of achieving \$380 per mensem should be open to officers to give them a prospect of keeping up an establishment.

We recommend the following as a reasonable scale:—Chief officers and second engineers: \$320 per mensem, rising by annual increments of \$30 per mensem to \$380 per mensem.

With regard to second officers and third engineers we may say that normally they would be bachelors and would be living aboard their ships, that is to say, they would have free board and lodging.

Taking this fact into consideration, we consider that a salary of \$210 per mensem rising to \$240 per mensem by annual increments of \$15 per mensem would, to a careful man, afford a chance of putting something by, and is, in fact, a reasonable wage for a second officer and a third engineer.

In regard to third officers and fourth engineers we recommend a salary of \$150 per mensem.

LEAVE.  
The introduction of a reasonably definite scheme of leave privileges appears to us necessary in view of the desirability of attracting as officers persons domiciled in Europe.

We have not overlooked the fact that there is competition in local waters, competition which is likely to increase rather than decrease, with ships officered solely by non-Europeans who can be engaged on more economical terms in every way than certificated European officers.

Having regard to local practice we feel that in respect of the first period of qualification for home leave five years is not too long a period, but we hold that the amount of leave offered at the expiration of that period of continuous service lacks something in generosity.

We recommend that eight months' half-pay leave should be given after five years' continuous service and that the option should be given to the officers to extend this leave by a period not exceeding two months without pay.

LOCAL LEAVE.  
The question of leave to be spent locally has been put forward somewhat insistently, and we feel that some provision is necessary by way of alternative to home leave.

We recommend that when an officer, from financial reasons or other considerations, feels that it is necessary or advisable to spend much leave as he is eligible for locally, he might elect to accept the following alternative:—Two months' half-pay leave in respect of each two years of continuous service to be accumulated. If the officers so desire, to the extent of four months and no more.

That election should be open to variation in the case of officers with a non-tropical domicile on promotion to a superior rating.

We recommend that this local leave scheme be applied also to the cases of officers with a tropical domicile.

## PROMOTION BY SENIORITY.

On the part of both the Guild and the Association a strong desire for the recognition by owners of the principle that promotion in their services should be strictly in accordance with seniority was apparent throughout the enquiry.

From the point of view of an association of officers in a service there is, perhaps naturally, a desire to eliminate, as far as possible, the element of favouritism in promotion even at the risk of eliminating the reward for excellent individual service.

There is a great deal to be said for the view that an employer's right of selection for promotion should be unqualified, but in services consisting of considerable numbers of men of similar qualifications and training, great dissatisfaction can, and does arise in the case of glaring out-of-turn promotions.

Promotion by seniority alone prevents the possibility of the employer giving a senior post to a junior employee, however efficient the junior employee may be.

In mercantile firms we can see that promotion by seniority alone is a proposition which could not be advanced with any seriousness, but we feel it is not difficult to differentiate in this respect between assistants in mercantile firms and sea-going officers.

The Guild and the Association obviously have no desire to resist the discharge of incompetent officers, while the owner has the right of immediate dismissal for incompetency, but he has to depend in great measure on the advice of some of his officers that others are incompetent.

We feel that the Guild and the Association could not afford at the expense, perhaps, of many of its members, to bolster up an incompetent simply because he was a member, and we have come to the conclusion that the acceptance of the principle by owners would not involve disadvantages which would outweigh the advantages of contentment among their employees.

## EXCESSIVE OVERTIME.

We have in paragraph 17 of this report accepted the definition of overtime as work in port between the hours of 5 p.m. and 7 a.m. and work in port on Sundays.

We also accept the definition of excessive overtime as work in excess of thirty hours overtime work per mensem and we recommend that such excessive overtime be paid for at the rate of one dollar per hour.

UNDERMANNING OF SHIPS.  
The question of undermanning local vessels has been brought forward with a certain amount of prominence during the course of our enquiry.

We have given every consideration to the views on this point advanced to us and we record our opinion that such undermanning as exists is solely due to shortage of officers arising out of war conditions and we are confident that owners will remedy the existing state of affairs in this respect as speedily as possible.

## ANTI-JAPANESE FEELING.

SCHOOL-BOY DEMONSTRATIONS. ARRESTED.

Nine school-boys, whose ages ranged from seventeen years to eight, and a Chinese teacher attempted to make an anti-Japanese demonstration in Queen's Road Central on Tuesday evening by organising a procession for the purpose of inducing the Chinese population not to deal with any Japanese firm, or buy or sell any article of Japanese manufacture. The demonstrators paraded the street, each carrying a big Chinese umbrella to which was attached a tag, the gist of which was: "Buy Chinese goods only."

Yesterday, the boys were charged at the Magistracy, before Mr. R. E. Lindsell, one with aiding and abetting in the organisation of a procession, and the others with taking part in it, without the necessary permit.

Mr. Leo d'Almada, appearing for the defendants, asked that the case be adjourned till to-day.

The Capt. Superintendent of Police had no objection, but requested the Magistrate to administer a caution to the defendants against indulging in any sort of disturbance.

Mr. Lindsell: It is unlikely that they would do so with a case hanging over them.

Mr. Leo d'Almada gave an undertaking that his clients would not commit any breach of the peace.

The case was, accordingly, adjourned till 3 p.m. to-day. Bail was granted in \$20 to the teacher, and in \$25 each to the others.

## TWO FURTHER ARRESTS.

Two further arrests have been made in connection with the anti-Japanese demonstration. Two Chinese students, believed to be pupils of the same school as the others charged, were noticed walking along Queen's Road, carrying umbrellas, with the Chinese characters "Buy Chinese Goods." These lads were arrested and will be brought up at the Magistracy to-day.

## GROSSE &amp; BLACKWELL

The following goods have just arrived and are on sale at

## LANE, CRAWFORD &amp; CO.

## Potted Meats &amp; Fish in tins

Ham & Chicken	40c.	Shrimp	40c.
Bloater	40c.	Anchovy	45c.

## Sausages in tins

Oxford	per tin	\$1.35 and 75c.
Cambridge	"	\$1.10

## Fish in tins

Blackwall Whitebait	per tin	75c.
Fresh Lobsters	"	\$2.00
Herrings in Tomato Sauce	"	75c.
Pilchards in Oil	"	\$1.50

## Pickles in pint bots.

White Onions, Gerkins		90c. per bot.
Picalilli, Mixed		"
Red Cabbage		50c. "

## Soups in pint tins

Ox Tail	Mockturtle		60c. per tin.
Kidney	Tomato		"
Venison	Cressy		"

## LANE, CRAWFORD &amp; CO.

The

## HANDLEY PAGE

MULTIPLE ENGINED BIPLANES

## HANDLEY PAGE LTD.

Cricklewood, London, N. W. 2.

Sole Agents for China:

PEKIN SYNDICATE LTD.

Pekin

Sub-Agents for Hongkong and South China:

W. R. LOXLEY & CO.

Hongkong.

[518]

## MACARONI, VERMICELLI, NOODLES.

AND ALL KINDS OF PASTE.

AGENTS WANTED!!!

Special price for wholesalers and retailers.

Please apply:—

CANTON NOODLE AND MACARONI FACTORY.

Manufacturers of the well known

"Poppy Brand."

Office:—31, OLD GILMAN STREET, Tel. No. 2399.

Manufacture:—19/22, ARGYLE STREET, Mongkok, Tel. No. 8398.

Hongkong, March 3rd, 1918. [469]

## Powell Ltd.

TELEPHONE 346

HIGH-CLASS GENTLEMEN'S TAILORS.

SPECIAL VALUE IN

## SUMMER SUITINGS

INCLUDING

SMART LINENS, COTTONS & SILKS.

FANCY CASHMERES

WORSTEDS, FLANNELS, SERGES.

etc., etc.

STYLE AND FIT EXCLUSIVE



## NEW ADVERTISEMENTS

## BANK HOLIDAY.

IN accordance with Ordinance No. 8 of 1919, the EXCHANGE BANKS will be CLOSED for the transaction of PUBLIC BUSINESS on MONDAY, JUNE 9th, 1919.  
Hongkong, June 4th, 1919. [849]

A. S. WATSON & COMPANY, LTD.

## NOTICE.

ON and after 1st JULY next, the hours of business will be as follows:—  
GENERAL STORE 8.30 A.M. to 6 P.M.  
WINE DEPARTMENT (Saturdays 8.30 A.M. to 1 P.M.)  
WAREHOUSE 9 A.M. to 1 P.M.  
DISPENSING DEPARTMENT,  
8.30 A.M. to 8 P.M.  
(including Saturdays)  
Sundays 10 A.M. to 1 P.M.  
6 P.M. to 7.30 P.M.

Such Public holidays as are observed by us, same hours as on Sundays.

No Medicines can be obtained after closing hours, as above.  
A. S. WATSON & CO., LTD.  
Hongkong, June 4th, 1919. [849]

## A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2932.

FAVOURED with instructions from The Consignor, will sell by Public Auction on SATURDAY, June 7th, 1919, at 2.30 P.M.,

A FINE COLLECTION OF CHINESE PORCELAINS AND CURIOS.

Comprising:—  
A large variety of 3-coloured and 5-coloured Vases and Plates Blue and White Vases, and Figures, etc., including Lacquer Burners of pure and Ming Dynasties, Peking Cloisonne, Crystal, Agate and Jadestone Vases and Ornaments, etc., and a number of Small Bells.  
Also  
Lacquered Screens, Panels, Old Chinese Engravings and Makemonos and a long line of Sundries.  
Catalogue will be issued.  
Terms Cash on Delivery.  
Hongkong, June 4th, 1919. [848]

## NOTICE TO CONSIGNEES.

U.S.S.R. "WESTVACA," VOY. 1-OUT.

FROM SAN FRANCISCO, HONOLULU, JAPAN PORTS, SHANGHAI AND MANILA.

THE above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of cargo are hereby informed that their cargo will be landed at their risk into the Hazardous and extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignee's risk.  
Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Export, Hongkong, before bills of Lading can be countersigned.  
All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on June 10th, at 10 o'clock.  
All Claims must be presented within a month of the date of arrival, after which they cannot be recognized.  
No claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after June 15th, will be subject to sale.  
No Fire Insurance whatever will be effected.  
Consignees are requested to send in their Bills of Lading for countersignature immediately.  
PACIFIC MAIL STEAMSHIP COMPANY, ALEXANDRIA BUILDINGS.  
Hongkong, June 5th, 1919. [850]

## INDO-CHINA STEAM NAVIGATION CO., LTD.

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

## THE Steamship

## "KWAISANG"

having arrived from above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Hazardous and/or extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained. Goods not cleared by June 11th, at Noon will be subject to sale.  
All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival; otherwise they will not be recognized.  
No Fire Insurance will be effected by us in any case.  
Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD., General Managers.  
Hongkong, June 4th, 1919. [851]

## HONGKONG AND SOUTH CHINA WAR SAVINGS ASSOCIATION.

## NOTICE.

WE beg to announce that all Straits Settlements War Loan taken up by this Association for its Members has now been exhausted. All moneys paid in to this Association will, in future be invested in British War Loan bearing interest at 5 per cent. per annum.

UNION INSURANCE SOCIETY OF CANTON, LTD.  
Hon. Secretary [738]

## INTIMATIONS

## NOTICE.

I HAVE This Day Established myself as Merchant and Commission Agent under the style of RIBEIRO, SON & CO.  
Old Supreme Court Building,  
(Ground Floor).  
Y. F. V. RIBEIRO.  
Hongkong, June 2nd, 1919. [840]

## NOTICE.

THE Undersigned have been appointed Sole Agents in Hongkong for the Sale of the "BATTLESHIP" Brand of Flour manufactured by the MOW SING and FOH SING FLOUR MILLS of WUSIEH and SHANGHAI.  
H. SKOTT & CO.  
Prince's Buildings,  
3, Charter Road,  
Hongkong, June 2nd, 1919. [839]

## NOTICE.

WE HAVE REMOVED our Offices from St. George's Building, 2nd floor to HONG KONG, 4th Floor, Rooms Nos. 1, 2, 3 and 4. All communications should be addressed to our New Address.  
GERIN, DREYARD & CO.  
[838]

## NOTICE OF REMOVAL.

SUN MAN WOO CO. Shipchangers, Naval Contractors and General Providers, have this day REMOVED from Nos. 18 & 19, Connaught Road Central, to new premises at Nos. 99 & 101, Des Voeux Road Central, (opposite to west corner of the Central Market) Telephone 309.  
Hongkong, May 28th, 1919. [808]

## VICTORIA DISPENSARY.

## NOTICE.

THE BUSINESS hitherto conducted by the above pharmacy at 33, Queen's Road Central, will on 15th June next be transferred to A. S. WATSON & CO., LTD., the Hongkong Dispensary, who will take the Hongkong Dispensary, and over the stocks, proprietary medicines and prescription books. Customers requiring prescriptions repeated will on and after the date aforesaid be able to get them dispensed at the Hongkong Dispensary.  
F. W. STAPLETON,  
Manager.  
Hongkong, May 28th, 1919. [838]

## K WONG FIAT.

## NEWLY ESTABLISHED.

DEALERS IN  
ALL kinds of IVORY, SANDALWOOD, MOHAI-OF-PEARL and SILVER WARES, WHOLESALE AND RETAIL.  
37, QUEEN'S ROAD CENTRAL, HONGKONG. [816]

## WANTED IMMEDIATELY.

SECOND ENGINEER for British Steamer "SHIMAN."  
Apply—  
GERMINAL CIGAR STORE,  
18, Nathan Road, Kowloon. [837]

## TO LET.

NO. 4, BROADWOOD ROAD,  
NO. UNFURNISHED BROADWOOD ROAD,  
FURNISHED.  
For particulars apply to—  
GEO. R. HALL BRUTON & CO.,  
York Building,  
Chater Road Hongkong. [814]

## TO BE LET FURNISHED.

NO. 7, MOUNTAIN VIEW, THE PEAK.  
Apply to—  
W. L. PATTENDEN,  
GLEN & CO., LTD.,  
84, Des Voeux Road Central. [787]

## TO LET.

AT THE PEAK, with immediate possession, NO. 3, MOUNTAIN VIEW, Furnished or Unfurnished.  
Apply to—  
H. E. POLLOCK,  
Supreme Court. [735]

## TO LET (UNFURNISHED).

NO. 10, MOUNTAIN VIEW, PEAK, from June 1st, 1919, in excellent condition.  
Address—  
Care of "Daily Press" Office. [869]

## TO LET.

NO. 102, THE PEAK, 6-roomed House at the Peak.  
Apply to—  
PERCY SMITH SETH & FLEMING. [823]

## THE PEAK.

FOR SALE A FIVE-ROOMED Residence.  
For particulars apply to—  
"P.Y.Z."  
Care of "Daily Press" Office. [742]

## TO LET.

A FLAT in Nathan Road, Kowloon.  
Apply to—  
HUMPHREYS ESTATE & FINANCE CO., LTD.,  
Alexandra Buildings. [81]

## INTIMATIONS

THE CHINA LIGHT AND POWER COMPANY (1918), LIMITED.

NOTICE IS HEREBY GIVEN that the STATUTORY MEETING of SHAREHOLDERS will be held at the Office of the Company, St. George's Building, Hongkong, on FRIDAY, JUNE 7th, 1919, at 12 o'clock, Noon, pursuant to Section 68 (3) of the Companies Ordinance 1911.  
SHEWAN, TOMES & CO.,  
General Managers. [834]

## HONGKONG GYMKHANA CLUB.

THE THIRD GYMKHANA MEETING of the Season will be held at HAPPY VALLEY, on SATURDAY, JUNE 7th, commencing at 4 P.M.  
The Charge of Admission will be \$1 for others than Members of the HONGKONG JOCKEY CLUB or GYMKHANA CLUB.  
Soldiers and Sailors in uniform Free.  
The Committee invite the Ladies of Hongkong to be present.  
H. B. L. DOWBIGGIN,  
Hon. Secretary. [844]

Hongkong, June 2nd, 1919.

## G. S. R.

## NOTICE.

ALL PERSONS, with the exception of those of Chinese race desiring to leave the Colony should apply in person between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily, at the PASS OFFICE, POST OFFICE BUILDING.  
Applicants will be required to produce Passports or identification papers.  
All persons with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1916.  
Forms of Registration, giving the particulars required, may be obtained at the G.P.O. and at all Police Stations.  
The Penalty for non-compliance is a fine not exceeding \$50.  
40

## RAW SILK EXPORTERS.

P. MUGGIANT, 14 RUE DESIRF, LYON.  
LION SILK MERCHANT, See to represent as Agent in Lyons (France) Exporters of Raw Silk from Canton. Excellent references and connections.  
Thorough Experience.  
Office and warehouse established. [828]

## S.S. "TENASSERIM."

(LATE P. HENDERSON LINE).  
(LLOYD'S REGISTER No. 388).

THE Undersigned are prepared to receive TENDERS in writing for the purchase of this vessel which has been damaged by fire and now lying at Bangkok.  
A deposit amounting to 10% of the Tender may be required before the same is submitted to the Owners.  
On acceptance of an offer the buyer to pay immediately the purchase money in cash, and take delivery of the ship at the new Hong Kong Harbour Dues, Crew's Wages and other charges to be for the account of buyers from date of sale.  
A permit to inspect the ship may be obtained on application.  
A sale to approved Foreign Owners might be entertained.  
The owners do not bind themselves to accept the Highest or any Tender.  
GILMAN & CO., LTD.,  
Lloyd's Agents. [845]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, BOMBAY, EGYPT, MEDITER-  
RANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BRAZIL, AMERICA, COAST, AND SOUTH AFRICA.

THE Homeward Mail Steamer "DUNDEE" carrying His Majesty's Mail, will be despatched from this port about JULY 8th, 1919, taking cargo for the above Ports. Passenger accommodation in the connecting vessel, when available, secured before departure from Hongkong.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carriage Steamer for Marseille and London.  
Parcels will be received at the Office until 2 P.M. the day before sailing. The contents and value of all packages are required.  
For further particulars, sailing dates, etc., apply to—  
MACKINNON, MACKENZIE & CO., Agents.  
P. & O. S. N. Co.  
Post Box 113,  
83, Des Voeux Road Central.

PALACE HOTEL, KOWLOON, Corner of Haiphong and Hankow Roads.  
Tel. K. 1. Tel. Address: Palace.

TWO Minutes from Ferry and Railway station. This Hotel has just been completely renovated and refurbished, is now up-to-date in every respect and under English Management.  
Ordains under personal supervision of the Proprietor.

BAR AND BILLIARD ROOMS, TERMS MODERATE.  
Special Arrangements for Families on Application to—  
J. C. O'BERRY, Proprietor. [109]

## INTIMATION



BY APPOINTMENT.

WATSON'S  
DRY  
GINGER-  
ALE.

FRAGRANT, AROMATIC,

DRY.

Its "Dryness" is a feature which

has helped to give this drink the

popularity it so well deserves.

Bottles, \$1.20 Per Dozen.

Splits, 70 cts. "

A. S. WATSON & CO.,  
LIMITED.

STERILIZED WATER MANUFACTURERS

Tel. 438 [13]

## DEATH.

BALDWIN.—At San Francisco, on May 25th, WILLIAM BALDWIN, late manager Paraffine Paint Company of San Francisco (by cable). [848]

HONGKONG OFFICE: 10A, DES VOEUX ROAD, C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 5th, 1919.

## A QUESTIONABLE PROCEDURE

From time to time we have felt it our duty to protest, either publicly or privately, against the attempts of those in authority in this Colony arbitrarily to curtail the freedom of the Press. Once again we are constrained to do the same thing, owing to an incident which occurred at the Magistracy yesterday afternoon, when a Police Sergeant was charged with an indecent offence. Mr. R. E. LINDSAY, whose duty it was to hear the case, insisted on the general public and the newspaper reporters leaving the Court. As in the whole of our experience of Courts of Justice, which is probably more extensive than that of the learned magistrate, we have never known of such a course being taken before, we have gone to the trouble of consulting the local Magistrates' Ordinance, and we find it therein stated that

"The room or place in which a Magistrate sits to hear and try any complaint or information shall be deemed an open and public Court, to which the public generally may have access, so far as the same can conveniently contain them, unless the Magistrate otherwise directs where the evidence is of an indecent character, in which case he shall make a note on the depositions of the direction which he has given."

Apparently, therefore, if the term "public" is taken to include "the Press"—an assumption which does not necessarily follow, as we shall show later—the Magistrate was acting strictly within the powers conferred upon him by the local Legislature. There is, however, a wider consideration than this

and it is whether he was acting wisely. Presumably he was anxious to prevent the morals of the public from being corrupted by the publication of unwholesome details, but he can safely leave that aspect of the matter to those who are responsible for conducting the newspapers. We are quite satisfied from a news point of view with the promise that we shall be informed of the finding of the Court, but it is wrong in principle, and we resent the reflection cast upon us and our readers. In his unnecessary concern for the public morals Mr. LINDSAY has unfortunately overlooked the fact that in this case it was very desirable, as the *China Mail* points out, for the Crown to have impartial witnesses present to testify to the proper conduct of the proceedings. It will be interesting to see whether, in the event of the case being sent for trial, the Supreme Court will follow the Magistrate's example.

In availing themselves of the discretion permitted them by the local Ordinance, our local magistrates would be well advised to remember that, subject to a general power of the Court to exclude the public where the interests of justice require it, it is an axiom of English law that the administration of justice should be open to the whole world. Unless there are reasons of great weight against it, the public should have the means of knowledge which a trial in open Court affords. There are admittedly various classes of cases where the interests of justice require the exclusion of the public from the hearing, such, for example, as suits affecting wards, lunacy proceedings, and cases involving trade secrets where secrecy is the essence of the cause. Except in these cases and in cases under the Incest Act, 1908, however, it does not appear that a judge trying a criminal case has any power to exclude the public in general and to hear the case *in camera*. If any such power exists we have never known it to be exercised. Even in a case under the Incest Act of 1908, at the Central Criminal Court, early this year, Mr. Justice DARLING uttered a strong protest against the operation of that Act, which stipulates that trials under its provisions must be heard *in camera*. He was told that at that Court it was unusual for the reporters even to mention that such cases were being tried. Thus people might never know that an accused man had been acquitted. In the cases he had tried during the last two days one man had been acquitted and one convicted. He thought it would be much better if these cases were heard publicly. No more harm could be done by publicity. How it was that Parliament enacted that these cases must be heard *in secret* he did not know. It was a variation of the law of the country. He had tried a great many such cases, and he desired to say that, in his judgment, more harm than good was done by hearing them *in camera*. If they were tried in public, justice would be done to the people charged, and the public would be provided with the knowledge as to what was really the moral condition of the country. Cases of Incest are no more indecent in their details than any other cases of sexual offences. In indecent cases the Court has power, under the Children's Act of 1908, to clear the Court while a child or young person is giving evidence, though in this instance the *Legislature has expressly provided against the exclusion of bona-fide representatives of the Press*.

In *Scott v. Scott*, 1913, the Lord Chancellor said: "Whatever may have been the power of the Ecclesiastical Courts the power of an ordinary Court of Justice to hear in private cannot rest merely on the discretion of the judge or on his individual view that it is desirable for the sake of public decency or morality that the hearing should take place in private. If there is any exception to the broad principle which requires the administration of justice to take place in the open Court that exception must be based on the application of some other and over-riding principle which defines the field of exception and does not leave its limits to the individual discretion of the Judge. If the evidence to be given is of such a character that it would be impracticable to force an unwilling witness to give it in public the case may come within the exception of the principle which requires the hearing in all but exceptional cases to take place in open Court. But a mere desire to consider feelings of delicacy, or of excluding from publicity details which it would be desirable not to publish, is not enough as the law now stands to prevent a public hearing. And, therefore, to justify an order for hearing *in camera* it must be shown that the paramount object of having the trial done would really be rather doubtful of attainment. Unless that can be shown, a public hearing must be insisted upon in accordance with the rules which govern the general procedure in English Courts of Justice."

The exchange banks will be closed for the transaction of public business on Monday, June 9th.

The Police discovered nine dead bodies, including those of two infants, at different places in the Colony, on Tuesday.

Ten cases (eight deaths) of bubonic plague and one case (one death) of cerebro-spinal fever were reported in the Colony on Sunday and Monday.

After the recent affray the American sailors were not allowed on shore for two days. A threatened visit by some of them to a local newspaper office did not materialise.

Capt. Fisher, the Admiral's Flag Captain, and the rest of the Admiral's Staff leave for the North to-day, en route for Wei-hai-wei, where they will join Sir Frederick Tudor.

The periodicals in the reading-room at the City Hall are lamentably behind time. At least one cover, bearing the legend "Last Mail" upon it has a weekly magazine dated January 8th!

While a Chinese was working on the new road above the Cemeteries at Happy Valley, a rock fell on him and injured one of his legs. The man was removed to the Government Civil Hospital.

A special Criminal Sessions will be held on Saturday. There is only one case to be dealt with—that of a Chinese, of the Chinese Labour Corps, indicted for murdering another coolie in a British ship on the high seas.

On Tuesday evening, opposite the Royal Hongkong Yacht Club, motor-car No. 246 collided with a tram-car. The front wheels of the motor-car were damaged, and the footboard of the tram-car was smashed into matchwood.

An additional gift from Manila of two cases of tobacco cuttings, presented by La Insular Cigar Factory, has been received by the War Charities Committee for forwarding to London for distribution among the British Troops.

A Chinese "boy" employed by Mr. Hassan, supervisor of the Repulse Bay Hotel, was knocked down by motor-cycle No. 141 near Deep Water Bay. He sustained injuries to his left thigh and right eye, and was removed to the Hospital.

Some of the Japanese shipping firms in Hongkong are refusing to take shipments for Chinese ports, on the ground that, owing to the boycott, they are not sure of being able to land the goods. Japanese shipping is being greatly disorganised by the boycott.

Inspector Watts produced a man, yesterday, at the Magistracy, and applied for an extradition warrant against him. The offences alleged against the man were that he kidnapped several people from a village in the neighbourhood of Canton. Mr. Hutchison remanded the case.

There are whispers of an inter-Port cricket match against Shanghai in the coming winter, possibly during the Christmas holidays. Although the Colony will not be as strong as in previous years, the Hongkong team, if properly chosen, can be depended upon to give a good account of itself.

A Chinese youth, working in a shop at Wahs, informed his master that he was going for a swim at West Point. As he did not return for several hours a search was made and his body was found on the foreshore a few miles away. The body was nude, indicating that the man was drowned while bathing.

A Chinese was fined \$5 at the Magistracy yesterday for obstruction. It appeared that defendant was wheeling a truck along the tramway in Des Voeux Road West, and one wheel became stuck in the groove of the tram-line, with the consequence that five cars were held up, and the road was blocked for some time.

At a meeting of the Board-of-Directors of the Industrial and Commercial Bank, Ltd., last Monday, Mr. J. Usung Ly, formerly of the Dapont National Bank of Washington, D.C., was appointed manager in succession to Mr. K. E. Chan, who has gone to the Hankow branch. Mr. Ly is an American University graduate and arrived from Canada a few days ago.

The latest estimates of loss of life in the eruption of the Kilauea volcano put the number of dead and missing at 50,000. The eruption threw out the whole of the contents of the crater lake, which were estimated to be about forty million cubic metres of water and mud. The stream of lava flowed at the speed of about thirty miles an hour, and the damage was shown, a public hearing must be insisted upon in accordance with the rules which govern the general procedure in English Courts of Justice.



## BRITISH AIRMEN DECORATED.

## AMERICA AND THE LEAGUE OF NATIONS.

## LENIN'S POWER WANING.

## SEVERE DEFEAT OF BOLSHEVIKS IN SOUTH RUSSIA.

LATEST CABLES.  
(THROUGH REUTER'S AGENCY.)

## THE LEAGUE OF NATIONS.

## AMERICA'S POSITION.

WASHINGTON, May 27th.

Mr. Josephus Daniels urged the Naval Committee, in the House of Representatives, to abandon the additional construction of ten battleships and ten cruisers, proposed several months ago by the Navy Department, in order to show the confidence of the United States in the League of Nations, which it initiated.

Mr. Daniels said that conditions had changed since last December.

The United States must either have the League of Nations, which would put an end to competitive construction, or the biggest navy in the world. There was no middle course.

Mr. Daniels suggested the appropriation of \$45,000,000 for naval aeroplane construction next year.

## CHURCH UNION

## CHURCH OF SCOTLAND'S

## DECISION.

LONDON, May 28th.

The Church of Scotland general assembly, after a heated and prolonged debate, has approved, by an overwhelming majority, the report of the Union Committee, recommending the Presbyteries report before November 30th, whether approved or disapproved, the draft of the articles of union with the United Free Church, and directing the commission of an assembly to be held in December for the purpose of authorizing the Union Committee, in the event of a majority of Presbyteries approving the articles, to approach the Government as regards the necessary legislation.

## AVIATION.

## AIRMEN DECORATED.

LONDON, May 28th.

At Buckingham Palace, H.M. the King decorated Mr. Hawker and Captain Mackenzie-Grieve with the Royal Air Force Cross.

## EARLIER CABLES.

## STREET SCENES IN LONDON.

LONDON, May 28th.

The street crowds which assembled in London to greet Mr. Hawker and Capt. Mackenzie-Grieve have been unequalled since Armistice Day. Dense masses of people held up the traffic in the thoroughfare, whereupon Mr. Hawker descended from his carriage and, mounting a constable's horse, slowly pushed forward. Mr. Hawker completed the journey to the Aero Club, riding bare-headed, on horseback.

The Australians, acting as an escort to Capt. Mackenzie-Grieve, linked hands and cleared a way by main force.

Similar scenes of enthusiasm were enacted along the whole route, from Portland Place, via Langham Place, and Regent Street to the Club.

Domestic soldiers used lamp standards throughout the route as seats.

In New Burlington Street, Mr. Hawker was lifted from his horse, and carried shoulder-high, inch by inch, into the Aero Club. Capt. Mackenzie-Grieve was then only just arriving at this street. Ultimately he, too, was similarly carried during the last stage of the journey.

## THE "N.C." STARTS.

PORTA DEI GADI, May 28th.

Commander Beal of the N.C. 4 has started. The sky was cloudless. He declared that he would remain in Lisbon overnight, and proceed to Plymouth on Wednesday morning. The course from the Azores to Portugal is marked by fourteen destroyers.

## MR. HAWKER'S MACHINE FOUND.

St. John, May 27th.

The liner *Sagham* has arrived here, and reports that she received a wireless message from the American steamer *Lake Chartwell* that she found Mr. Hawker's aeroplane in mid-Atlantic, saved the mail aboard the aeroplane and part of the machine itself, taking them to Falmouth, England.

## LATEST CABLES.

## THE MENACE OF BOLSHEVISM

## THE FIGHTING IN SOUTH RUSSIA.

LONDON, May 28th.

The War Office announces that in the fighting in South Russia, the Volunteer Army completely defeated the Bolsheviks in the Manich area. The Bolshevik base depot at Remontno was captured, with 3,500 prisoners, 15,000 new rifles, and thirteen guns. The Tenth Bolshevik Army is believed to have been heavily defeated along the whole front, and to have lost 10,000 in prisoners, and 25 guns, besides several destroyed regiments.

The whole of Donetsk has been practically captured by the Bolsheviks.

## EARLIER CABLES.

## LENIN'S INFLUENCE OVER.

PARIS, May 28th.

It is authoritatively declared that news from Russia indicates that the influence of Lenin has completely ended, and there will be practically no opposition to the capture of the city.

## IMPORTANT ESTHONIAN

## SUCCESSSES.

COPENHAGEN, May 27th.

The Bolsheviks offered tenacious resistance in the fighting preceding the fall of Pskoff. Forty machine-guns were captured.

Pskoff, which is the junction of five railways, is the strategic backbone of the Bolshevik campaign against Estonia. Its capture indicates that a decisive stage has been reached.

In further successes on the south-west front, the Estonians occupied Stackeln, on the Walk-Wolmar railway, and captured Saesmuende in the Gulf of Riga.

## LABOUR UNREST IN CANADA

## THE PREMIER'S STATEMENT.

OTTAWA, May 28th.

In the House of Commons, Sir R. L. Borden made a statement on labour unrest in Canada. He pointed out that a Royal Commission was at present investigating the conditions. Meanwhile, the Government was determined that law and order must be maintained, and that public services must not be dislocated under conditions such as obtained in Winnipeg.

The postal and other employees must carry on or abandon service permanently. The sympathetic strike of postal hands in Calgary and Winnipeg was indefensible.

## THE AUSTRIAN TREATY.

## A CORRECTION.

LONDON, June 2nd.

In Part Two of the summary of the peace terms to Austria, under the heading "The frontiers of Austria," the second sentence should read:—

The southern frontier, facing Italy, is to follow the watershed between the Inn and the Drave on the north, and the Lombardy Rivers on the south, passing Col du Brenner and including the Setten Valley in Italy.

That facing the Serbo-Croat-Slovene State is to be fixed by the principal Allied and Associated Powers at a later date.

## FIGHTING IN NORTHERN

## INDIA.

## SITUATION GENERALLY SATISFACTORY.

SIMLA, May 31st.

Reports from Parachinar indicate that there was fighting on a small scale at Lakhatiga. The Turis are actively assisting us, but the presence of Afghan troops, is causing unrest at Lower Kurdam.

A tribal gathering, from the Khurmana Valley, made a fruitless attack on a militia post near Sadda.

Everything is quiet in Thal. Good reports have been received from Miranshah where the Wazirs appear unwilling to commit themselves seriously unless supported by Afghan troops.

The arrival of aeroplanes there has had a good effect.

Some Mahsud activity is reported from the Derajat Border. Our frontier post at Manjhi, south of Murtau, has been attacked, but without success.

Reports from Chitral state that the Kaffirs of Kamdesh, in the Bashgul Valley, have revolted against the Amir.

## A SUCCESSFUL CAVALRY

## OPERATION.

SIMLA, June 1st.

The situation at Parachinar continues satisfactory.

No further action by Nadir Khan is reported from Thal, and there have been no new developments at Miranshah.

Some Mahsud Lashkars are reported in the vicinity of Jandola, but the attitude of the Bhitanis, in whose country the post is located, is stated to be still satisfactory.

Further south, near Murtau, a squadron of our cavalry pushed a party of 300 Wazirs and Mahsuds, who had ventured into the plains. Twenty were killed and five captured, while several more were wounded. Our casualties numbered eight.

There is no change in the situation on the Dakka front. Reconnaissance and foraging expeditions are carried out regularly by our cavalry.

Sistan, where the leading men are volunteering to raise levies, is quiet.

## GERMAN AND AUSTRIAN OFFICERS

## LEADING AFGHANS.

SIMLA, May 30th.

Thal is quiet. The enemy still occupy the adjacent hills. Aeroplanes severely damaged an enemy camp at Yusuf-Khel, four miles above Thal.

Nothing fresh occurred at Miranshah, where the presence of our troops is having a quieting influence among the Aziris and Mahsuds.

Firing occurred against our posts in Lower Toshi, notably at Idak. In an action at Baldak, the enemy lost 170 killed and 168 prisoners, while 200 broke out of the fort and fled, but suffered heavily from our machine guns and cavalry pursuit.

A political officer interviewed certain Mohmand Jirgas. Good relations have been established with the Shirwaris, who are returning to Bagh and Khargali, undertaking, after harvesting, to supply our camps at Landi Khana.

It is reported that a number of German and Austrian officers, formerly resident at Kabul, are now directing the Afghan operations, with a certain amount of Bolshevik co-operation and assistance.

Reuter's special correspondent at Peshawar states that the Ghilzai tribe are not averse to the selection of a new Amir. Amanulla is now described as a young visionary and a tool of unscrupulous persons.

The health of the troops is excellent.

## BOLSHEVIK ACTIVITY AT TASHKENT.

SIMLA, June 1st.

Regarding Bolshevik activity at Tashkent, an intercepted wireless message to Moscow, dated April 24th, runs:—

A Bureau for Musulman Communists was established at Tashkent on March 30th.

The first aim of this organization is the union of all those who work for the Communist Party.

Secondly, the propaganda issue of literature and subordination of Musulmans to the Communist Party.

Thirdly, convening of a Conference of Musulmans to decide all questions concerning the Communist Party and work in connection with it.

We realize it is matter of great difficulty to gain these aims owing to the small number of Musulman Communists and as Socialism is not readily adaptable to Musulman ideas, so we must proceed with great caution.

## A FAINT-HEARTED ATTACK.

Reuter's special correspondent says that Nadir Khan and a Khosr general entered Waziristan tribal territory through three routes with Afghan regulars and 36 guns. Their attacks on our posts are described as faint-hearted, and they failed to make any impression.

The enemy is content with long distance sniping, and it is evidently uncertain on which side the Wazirs' sympathy lies.

## BIRTHDAY HONOURS.

## INTERESTING LOCAL APPOINTMENTS.

His Majesty the King has been graciously pleased to approve of the following appointments to the Most Distinguished Order of St. Michael and St. George: Sir Francis Henry May to be a Knight Grand Cross.

Mr. Reginald Edward Stubbs (Governor-designate of Hongkong) to be a Knight Commander.

His Majesty the King has also been graciously pleased to approve of the following appointments to the Most Excellent Order of the British Empire (Civil Division):—

## COMMANDERS (2ND CLASS).

Mrs. Stubbs.

Mr. Arthur George Marchison Fletcher.

MEMBERS (5TH CLASS).

Mrs. Ethel Stubb.

Mrs. Alice Hickling.

Mr. Robert Sutherland.

Mr. George Macdonald Young.

Mr. James Arthur Edward Bullock.

No explanation is needed of the honours conferred upon the ex-Governor and the Governor-designate of the Colony; they are in accordance with custom.

The appointment of Lady Stubbs as a Commander of the British Empire Order is doubtless in recognition of her work on behalf of War Charities in Ceylon.

Mr. Fletcher, the Acting Colonial Secretary, was Chairman of the local Board of Shipping Control.

Mrs. Stubb has taken a leading part in the work of providing comforts for the troops.

Mrs. Hickling, the Acting Medical Officer of Health, has been prominently identified with V.A.D. work.

Mr. Sutherland and Mr. Young were members of the Shipping Control Board.

Mr. Bullock has had his work in the Colonial Secretariat greatly increased by the war.

## CANTON NEWS.

CANTON, June 4th.

## THE FUTURE OF TSINGTAO.

It is reported that Japan is proposing to return Tsingtao to China under the following conditions:—(1) That a certain part of Tsingtao be ceded to Japan as a concession; (2) that China shall not use Tsingtao as a naval base; (3) that Japanese troops be allowed to remain in Tsingtao after it is returned to China; (4) that the duty levied on coal, transported by the railway through Tsingtao be reduced. The above conditions have been submitted to the Peking Government. It is also stated that boundary lines are being drawn up for the proposed concession.

## ANTI-JAPANESE MOVEMENT.

It is stated that during the recent attack on the Companies situated on the Bund, several Japanese masons, who were in the midst of the demonstration, were attacked and slightly wounded by the rioters. The wounded masons are undergoing treatment at the Japanese Consulate. The Japanese residents in Shamen have held a meeting and passed a resolution requesting their home government to send warships to Canton for their safety. The Consul, however, refused to forward the resolution. Special guards have been posted to patrol the surroundings of Shamen every day.

## THE TRAMWAY CONSTRUCTION.

The Municipal Council has announced that the syndicate formed of Chinese and foreign merchants will be authorised to construct a tramway over the new roads, for one-and-a-half-million dollars, if no better offer be received before June 6th.

## PEKING CABLE NEWS.

In connection with the internal peace negotiations, the Allied Ministers in Peking have passed a resolution to deliver a Note of warning against the suspension of the Shanghai Conference. The Note has been drafted by the American Minister, and it will be handed to the President by the British Minister in the course of the next two days. A similar Note will be delivered to the Canton Government by the Allied Consuls in Canton. The President on June 1st issued decrees explaining the conditions respecting Tsingtao, and deprecating the boycott of Japanese goods. The President has also ordered the students not to abandon their studies, or they will be dealt with severely.

## POPULAR WAR YARNS.

The most popular war or post-war story is, without doubt, that about the British A.B. who said to a German A.B. in a surrendered destroyer, when the Hun was making insulting remarks, with expectant obligate, "You can spit on your own deck, and you can spit on Lloyd George if you want to, but we're damned if we'll let you spit into our sea." Equally neat, and of a Scotch pawiness, was the aside of a British A.B. as he watched some miles of German battleships and cruisers crawl in on all four to surrender. "Say, Jack, do you think we're going to win this ere war?"

I am not holding up a moral or fantastic picture before your eyes. I have no wish to make a bogey for children and I mean to keep to facts. To Lenin's advocacy of civil war and Hades' incitement to common struggle against the Entente on the Rhine, to the alliance resolve of the Munich Soviet Republic, and to the decision of the Communist Congress to carry the new doctrine of salvation by the Soviet through the world with fire and sword. I keep to these facts when I tell you that the German people to awake. Look about you. Behold the chasm which is opening

## HERR SCHEIDEMANN ON

## GERMAN POLICY.

## THREE BASIC PRINCIPLES.

Herr Scheidemann, the Premier, speaking in the National Assembly at Weimar in April, said that German foreign policy in the future would be based on three principles: (1) strict observance of all treaties; (2) unwavering protection of vital German interests; and (3) maintenance of a spirit of unreserved conciliation towards the whole world.

Herr Scheidemann, continuing, said: "It is therefore a requirement of honesty that we should only undertake such obligations as can be harmonised with our vital interests. We must also be loyal to the world in general, and this means the endorsement of a spirit of unreserved conciliation towards all peoples. These three principles must be our guiding line for the common future." Herr Scheidemann went on to say that they must not be found to fail when it was a matter of devising the new system of international understanding, namely, Imperialism and Chauvinism, of all possibility of influencing their foreign policy in any direction. "We want," he said, "an equal rapprochement between all peoples, and not a fresh division of the world into alliances and groups which are a dangerous moment of this order of things. We hope that the liquidation of the war in the East will soon be completed. We cannot let the shaping of our internal affairs be forced on us by Russia (hear, hear)—but if Russia renounces her forcible propaganda of Bolshevism, we will gladly extend a brotherly hand to the Russian people which, like ourselves, has had to pay for the false calculation made by its foe, Imperialism, with defeat, collapse, and the deepest misery. The bitterly hard road to new economic and State consolidation is common to us both. In many things we are mutually dependent. I hope that we shall be able to find a way to one another." (Cheers.)

In the West, as regards France there can be no lack of clearness respecting our desire for conciliation. We know the obligations towards her which we have undertaken. When, in regard to Alsace-Lorraine, we press for a plebiscite, we do not do so in the silent hope of nullifying a point of President Wilson's programme, but in order for all time to remove the cause of fresh accusations of oppression. (Cheers.) Shall we, however, Parliament and Government, be able to make our desire for international reconciliation prevail? It is true that we are daily flooded with thousands of documents which might justify a belief that our opponents will to destruction. But we must not let this lead us to irresolution, not with dulled senses, but also without deviating from our stringency after an understanding across the desert trenches." (Cheers.)

DANGER FROM WITHIN. The dangers which I foresee for the success of our foreign policy come, not so much from the other side of our frontiers as from within our nation itself. (loud cheers)—from the incessant convulsions with which our country is affected, from the deep unrest, from the conflagration whose flames again and again shoot up and threaten the whole house with destruction. One strike follows another. The spirit of revolt, like a disease, seizes first one town and then another. At the moment when the aim of us all, besides getting bread, can only be peace, and nothing but peace, a fresh revolution breaks out in Munich. A Soviet Republic is proclaimed there, political and economic affairs are thrown into confusion like children's playthings, and an offensive and defensive alliance is proclaimed with the Hungarian and Russian Soviet Republics, with a joint front against the rest of the world. Not the Fatherland, not the Government, but peace is, by this action, placed in danger. (loud cheers.) Now, just when we need to give indisputable proof of our will for peace, of our repugnance to any policy of the mailed fist, of our unshakable honesty, at this very moment incited dreamers dare again to set up the banner of war against the nations with whom we desire to-morrow to sit at the conference-table.

I am an opponent of a Soviet Government as a governing principle. I cannot forget as quickly as others who like to fight for a life-time under the watchword of "Democracy," and now repudiate it. (Cheers from Social Democrats.) We oppose the Soviet Republic not only for reasons of world conception, not merely on internal political grounds, because we see in it the destroyer of the last remnant of political unity, but we oppose it because we want peace. We want peace, because the coming of a Soviet Government a life-and-death struggle for the sake of peace, without which we are ruined. We do not seek the alliances of the world revolution. They lead to murder and misery in the same way as the alliances of monarchies and imperialisms. We want a great world alliance, the League of Nations, wherein equal nations can develop freely without the old fetters of armaments and without the new burdens of Bolshevistic civil war. That separates us to the extent of a world from the ideas of Lenin, who, even in 1910, boasted of having recommended that the disarmament programme, because the idea of the over-coming of Capitalism without civil war was Utopian. (Exclamations.) No. Without disarmament the League of Nations would be an empty formula and a perpetuation of force. ("Very true.") If brute force as a means of settling differences between peoples is to be abolished, then we must reject it first in settling differences between our own compatriots. (Cheers.) War at home and war abroad, that is what the councils and teaching of Lenin's Bolshevism bring us.

I am not holding up a moral or fantastic picture before your eyes. I have no wish to make a bogey for children and I mean to keep to facts. To Lenin's advocacy of civil war and Hades' incitement to common struggle against the Entente on the Rhine, to the alliance resolve of the Munich Soviet Republic, and to the decision of the Communist Congress to carry the new doctrine of salvation by the Soviet through the world with fire and sword. I keep to these facts when I tell you that the German people to awake. Look about you. Behold the chasm which is opening

before you and your children and the future of us all! Here there can be no party differences. To be united in warding off the Soviet Republic means standing together in one great party comprising the entire nation, whose one aim must be, first and above all, peace. (Cheers.)

Referring to the Congress of Soviets, held in Berlin, Herr Scheidemann said they followed its proceedings with interest and best wishes, and added: "May it tread the same path as the Imperial Government by taking and realising what is best and most serviceable for our people in the council idea. A heavy responsibility rests upon its meetings. May it see clearly that an intellectual movement can only be fought with intellectual weapons, but that intellectual innovations, too, can only be introduced by intellectual means. Socialism can no more be forced upon a people like us Germans than reaction can again be forced upon us. (Cheers.) We desire to open the road to economic democracy, and we will provide for it the necessary organs, and we will inaugurate socialism that it may be a source of prosperity, not a bacillus of decomposition. But whilst we thus deprive Bolshevism of a breeding-ground, there is no alternative for us but forcibly to ward off all violent attempts to take us by surprise. (Cheers.) It is not our fault if the world force cannot yet disappear from the dictionary of our people, but we are so sure that it may not be perpetuated in its worst sense in a mailed fist peace." (loud cheers.)

## RANTZAU ON PEACE.

Count Brockdorff von Rantzau, the Foreign Minister, who followed Herr Scheidemann, said:—

It may now be assumed that peace is near at hand, but we should not be too hopeful, nor need we despair. We are confronted by hard and coolly calculating enemies, and we have only one weapon against them, and that is an appeal to the basis of peace which is agreed upon in the beginning of our movement. We cannot sign a peace which deviates from this basis in any essential point. (loud cheers.) The population of Alsace-Lorraine must have its right to decide its future fate by a free expression of its will recognised.

We have passed through a severe crisis in the East, which for the present seems to have been overcome. The farther we have receded from the Polish troops at Danzig, but has fully maintained its claim to do so if need be. The situation has become more acute in the North Sleswig question. More or less unauthorised Danish negotiators are trying to induce the Entente to sanction demands of an ever-increasing extent at the expense of a weakened Germany. An unscrupulous agitation would like to exploit the hunger in Middle Sleswig in order to extort declarations of an agreement in the Danish sense. These machinations cannot be too energetically opposed, and perspectives Danish politicians clearly understand how severely their country would have to suffer from a German irredentism. When the German Government last autumn declared it was resolved to apply President Wilson's principles to the North Sleswig regions it had in view only regions with an undoubted Danish population.

At the Conference we will give a clear account to our opponents both regarding their demands for compensation and our having capacity. Our opponents cannot dismember and paralyse Germany and at the same time extract from the country's resources the enormous sums which they expect from them. For that purpose we require the release of the industrially and agriculturally important West, which, contrary to the terms of the armistice, is cut off from the rest of Germany. We need to have the blockade speedily raised, and finally, we require the importation of foodstuffs on conditions which make their purchase possible. The nature of the payment does not permit us to feel that the food supply is an act of benevolence, and a comparison with the way the German authorities supplied beleaguered Paris in 1871 with food is not favourable to our opponents. We also expect raw materials from our Western enemies, and we need credit to purchase these.

## RHEIMS CATHEDRAL

## EXTENT OF THE DAMAGE.

In view of the conflicting reports which have from time to time been published with regard to the damage done to Rheims Cathedral by the German bombardment, the following statement, which has been received from an authoritative source, is interesting:

Rheims Cathedral was built on the spot which tradition assigned to the baptism of Clovis—an event which gave to the Kings of France their titles of Roi Très Chrétien and Premier Fils de l'Eglise. It was the coronation church of the Capetian dynasty, and to it Charles VI. was brought by Jean d'Arc to receive his crown and to save his country. It was considered to be one of the most noble and most beautiful examples of medieval architecture in Europe. It was thus associated with the history, the patriotism, and the art of France in an exceptional degree, and perhaps appeared more to the French nation than did even Notre Dame or St. Denis. Probably for these reasons the Germans took special pains to reduce it to its present lamentable condition, a memorable mark of their handiwork.

The western facade and portal are severely battered, the greater number of the pinnacles of the southern front have been shot away, the roof has several gaping holes in it, the high altar is a formless mass of debris, and the choir as such has ceased to exist. The glass has entirely disappeared—some, indeed, has been preserved, but most has been totally destroyed. All that really remains is the core of the fabric—probably considerably shaken and weakened—and the remarkable series of statues within the west wall. Nothing in the way of restoration has been begun, and the public are shown the church by a guardian who tells them that it will take a generation to repair it. It is hard to conceive any better reminder of the German than the pathetic site of this monument of Gothic art, which the vandals of the twentieth century have left a shattered shell. (Daily Telegraph.)







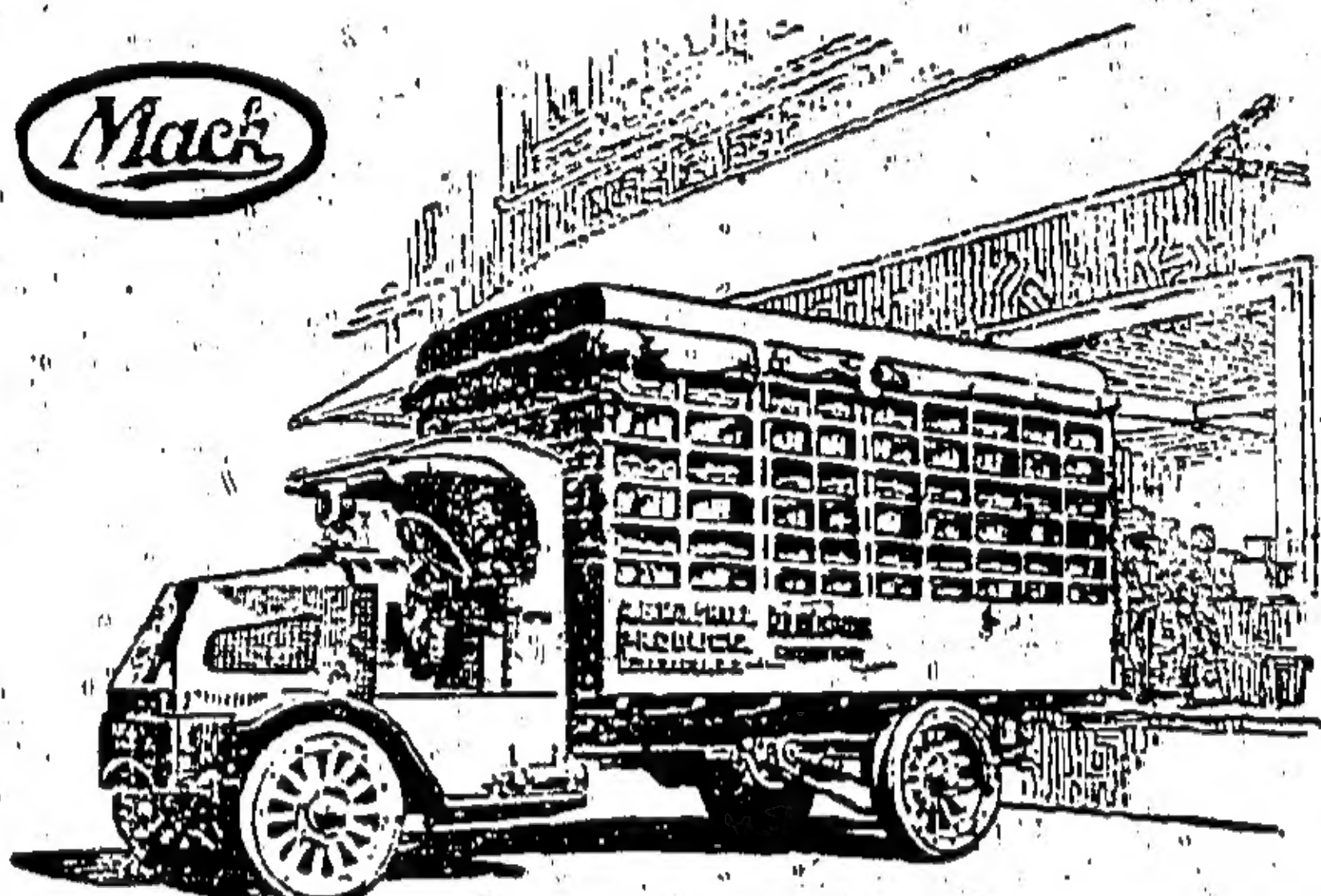
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## **CONDITION OF IRELAND.** **SINN FEIN AND THE POLICE.**

In the House of Lords, on April 14th, the Lord Chancellor moved the second reading of the Criminal Injuries (Ireland) Bill, the object of which, he said, was to secure in the most general way to every constable and officer of the law who was injured or killed as the result of violence in the execution of his duty, compensation to himself if he survived, or to his widow and family if his injuries proved fatal. It was not undecidable that it should be generally known in other countries that the need for such a bill at this moment was great. It was not uncommon to hear it said, even in Allied and friendly countries, and in our own Dominions, that this country was greatly to be blamed because its statesmanship had not been able to bring to an end the difficulties which had formed so melancholy a chapter in the history of the relations between Ireland and England. The critics should at least be sure that they appreciated the real nature of the problem which had to be dealt with. The result of the last election was to place in power throughout the whole of Ireland, with the exception of the Ulster counties, the Sinn Fein party. Side by side with this party existed an organisation of a semi-military character—the volunteer movement, which was directly encouraged by the Sinn Fein leaders.

His Lordship then read extracts from a Sinn Fein proclamation which had been proclaimed by the Government for "extreme adequate reasons." In this counter-proclamation the police were referred to as "dangerous spies," and the South Riding of Tipperary was "proclaimed" a military area with certain regulations. Among these was one which declared that a policeman found within the area after a date in February, 1919, should be deemed to have forfeited his life; and another provided a similar penalty for any person in the pay of England who assisted the police; and a third provided that informers should be shot. A further document, found on a man who was recently imprisoned, took the form of "volunteer orders." These read as follows:

The companies of — should be responsible for their respective barracks; shot-gun men under cover, to cover windows, while stormers smash in the doors. No mercy to resistors; burn barracks; use gulligants bombs if procurable.

That this was no isolated case, was proved by a newspaper which enjoyed a large circulation in Ireland, a newspaper the publishing offices of which the Government had as yet been unable to discover. This newspaper declared that "the state of war between Ireland and England shall be perpetuated until the foreign garrison be evacuated," and that "the volunteers must be prepared for more drastic action and more strenuous activities than ever before since Easter, 1916."

His Lordship called attention to certain illustrations of the result of these incitements in order that they might appreciate the heroism and dauntlessness with which the police continued to carry on their duties. (Cheers.) The risks these men ran were not the risks of the soldier who went into battle with his battalion. They were run by one or two men in lonely and hostile districts, where, finally, perhaps, they became the victims of a cowardly assault behind a hedge.

After having given several instances of constables being gravely wounded by gunshots, the Lord Chancellor said that in a large part of Ireland, outside Ulster, there was a determined attempt to carry out a policy which would make English Government impossible, and to do so by methods of assassination those men who were doing their duty to this country. Those of their Lordships who had stood out against placing the loyal provinces of Ulster under the other parts of Ireland might derive some satisfaction today from their policy, but there could be a resolute determination that men exposed daily and nightly to those risks should be protected by the whole force of the country—(cheers)—and if they fell in the course of their duty their relatives should be sufficiently compensated. The proposals were that the districts in which assassinations or outrages took place should adequately compensate those men. The Marquis of Salisbury said that for a long time they had watched the progress of Ireland from depth to depth in disorder. He hoped it would be made clear that the police should be allowed to defend themselves, while if anything did happen to them the provisions of this bill would be used to provide compensation.

The Marquis of Crewe said that no one could fail to appreciate the loyalty and devotion of the Royal Irish Constabulary. The Lord Chancellor in his speech travelled somewhat outside the special purpose of the bill. The noble lord's knowledge of Ireland was perhaps somewhat partial and recent, although he was far from saying that the Lord Chancellor had exaggerated the gravity of the present situation. He was not sure, however, that the numbers of those who were prepared to indulge in violence were greater than in the past. What had happened was that the political sympathisers of the extremists had become more prominent, and less inclined than they had been to support order. He was glad that those devoted men who suffered in the cause of duty or their families should receive due compensation, and he hoped the bill would be passed without amendment. The bill was read a second time.

**WEATHER REPORT.**

June 4th, at 12.07—No returns from Japan and Viti-tu-tu. Pressure has decreased considerably at Waihaiwei and slightly elsewhere; it is lowest over Tongking.

Hongkong rainfall, for the 24 hours ending at 10 a.m. to-day, 0.01 inch. Total since January 1st, 16.40 inches, against an average of 20.35 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST
Hongkong to Gap Rock	(S.W. wind, moderate; fine to 1 m.d., occasional rain.
Formosa Channel	T. & S. same as above.
South Coast of China between Hongkong and Loo Choo	The same as above.
South Coast of China between Loo Choo and Hongkong	The same as above.

## **If you can't get me be sorry for yourself**

**THIS** is a warning—and a recommendation! I am only a bottle, but the whisky I contain is scarce. Its quality bears the reputation of 240 years. No other is so rich and delightfully delicate. I am welcomed and esteemed in all good clubs and cultured homes, and wherever people of good taste meet and have fellowship—not for myself, remember. I am only a bottle, but I am famous for the fact that I contain

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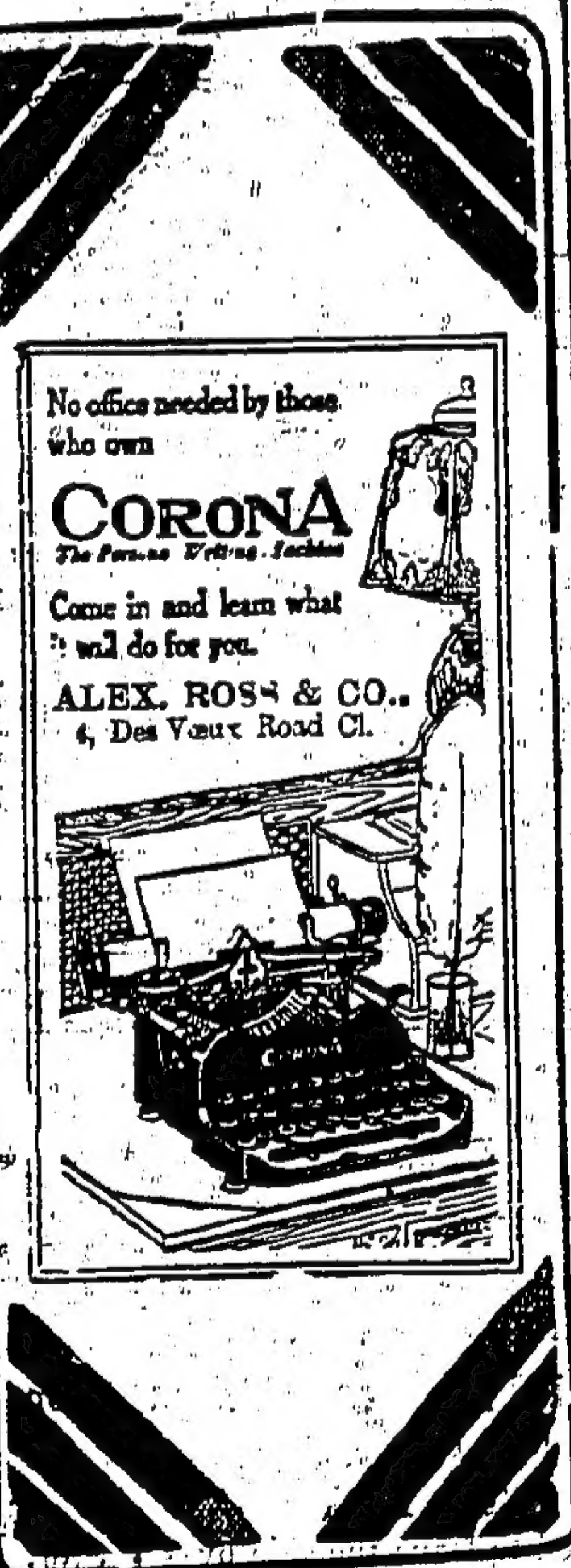
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**G. MOUSSON.**  
11, MORRISON HILL ROAD.



## SHIPPING NEWS

## ARRIVALS.

June 3rd.  
Patriot, British str., 1,004 tons, Capt. Le Brun, from Hong Kong, which port she left on May 27th, with a cargo of coal.—Moller & Co.  
Shuncheong, Chinese str., 255 tons, Capt. Cordova, from Kwong Chow Wan and Macao, with a general cargo.—Wong & Co.  
Tianhai, British str., 919 tons, Capt. De Wolf, from Wuhu, which port she left on May 30th, with a cargo of rice.—B. & S.

## June 4th.

Calcutta Maru, Japanese str., 3,188 tons, Capt. Shibata, from Singapore, with a general cargo, including rice.  
Hakura, British str., 1,138 tons, Capt. Stewart, from Foochow, with a general cargo.—D. L. & Co.  
Kwai Sang, British str., 2,220 tons, Capt. Grant, from Calcutta and Singapore, which port she left on May 17th, with a general cargo.—J. M. & Co.  
Seikai Maru, Japanese str., 348 tons, Capt. Sugara, from Singapore, which port she left on May 17th, with a general cargo.—Y. K. K.  
Suigang, British str., 1,594 tons, Capt. Gibbs, from Canton, with a general cargo.—B. & S.  
Toyo Maru, Japanese str., 1,069 tons, Capt. Minata, from Singapore, which port she left on May 30th, with a cargo of rice.—Carroll Bros.

## CLEARANCES.

## June 3rd.

Amur Maru, for London.  
Chik Sheng, for Haiphong.  
Chidar, for Bangkok.  
Daitoku Maru, for Haiphong.  
Gueneth, for Canton.  
Hoi Ping, for Kwong Chow Wan.  
Jade, for Canton.  
Kaiyong, for Haiphong.  
Lok Sang, for Haiphong.  
Manapouri, for Canton.  
Quinnabang, for Foochow.  
Singaporean, for Canton.  
Tientsin, for Shanghai.  
Tjilatjap, for Yoko.

## June 4th.

Chefoo, for Wuhu.  
Cornelia, for Kwong Chow Wan.  
Acho, for Wuhu.  
Kaipong, for Haiphong.  
Kwong Sang, for Shanghai.  
Lien Shing, for Saigon.  
Luchow, for Bangkok.  
Nanyo Maru, for Penang.  
Nanking Maru, for Melbourne.  
Nancy Miller, for Shanghai.  
Sengma, for Haiphong.  
Sohu Maru, for Takao.  
Suigang, for Shanghai.  
Tai Sze Ma, for Kakei.  
Tamsui, for Canton.  
Wing Hany, for Kwong Chow Wan.

## PASSENGERS.

## ARRIVALS.

Per s.s. Hutan, on June 4th.—Mr. H. P. Moore and Mr. Strange.  
Per s.s. Kwai Sang, on June 4th.—Mr. and Mrs. Hall, Mr. Kuker, Mr. and Mrs. Harvey, Mrs. Mooney, and Mr. McLachlan.

## SHIPPING MOVEMENTS.

The s.s. Gaelic Prince is expected here from New York about the middle of June. Telegraphic advice from Manila states that the Pacific Mail Steamship Co.'s s.s. Westpac left that port on Sunday night, and will arrive here this morning.  
The T.K.K. s.s. Persia Maru arrived at Yokohama on June 2nd and will sail on June 5th, as per schedule, being due at this port on June 13th.  
The s.s. Yankong sailed from Shanghai on June 4th, and is due to arrive in Hongkong to-morrow afternoon.

## SHIP ON FIRE IN SUEZ CANAL.

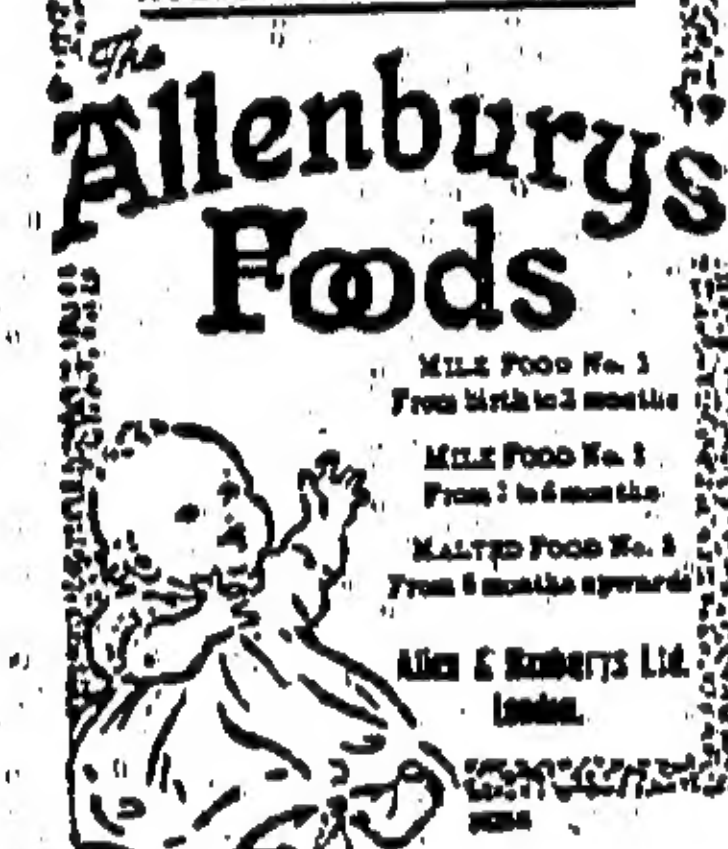
The French steamer Admiral Ponty arrived at Colombo on May 15th from Marseilles bound for Indo-China. The passengers included a large number of French infantry officers and men and their wives. In the Canal a fire occurred on board with disastrous consequences. It is surmised the fire was started by a cigarette spark, which set fire to the gunpowder magazine. A number of passengers, fearing the whole ship would catch fire, jumped overboard and were drowned. Several Annamites were burnt to death and over twenty-five are missing. The total casualties exceeded a hundred. The vessel put back to Port Said for provisional repairs and remained there five days. All deck cargo was completely destroyed. The Admiral Ponty resumed her voyage on May 28th.

## Making Sure of Baby's Health

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The 'Allensbury's' Foods provide the requisite nourishment in a pure and portable form free from germs.

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SAILINGS FOR MARSEILLES AND LONDON VIA STRAITS, COLOMBO AND PORT SAID.

SS.	Leave Hongkong about	Due Marseilles about	Due London about
NEURALIA	—	30th June	8th July

FOR BOMBAY VIA STRAITS & COLOMBO.

"DUNERA"	8th July	Due Bombay about 26th July
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FOR CALCUTTA VIA STRAITS & RANGOON.

"AREATON AFAR"	11th June	Due Calcutta 3rd July
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FOR SHANGHAI MOJI KOBE, etc.

"JAPAN"	19th June	SHANGHAI & KOBE
"DUNERA"	24th June	SHANGHAI Only.

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"WESTERN KNIGHT"	... ..	About August 1st.
"WEST HEMATITE"	... ..	August 10th.

For PORTLAND Direct.

"WEST MUNHAM"	... ..	About June 25th.
"WEST CELINA"	... ..	August 15th.

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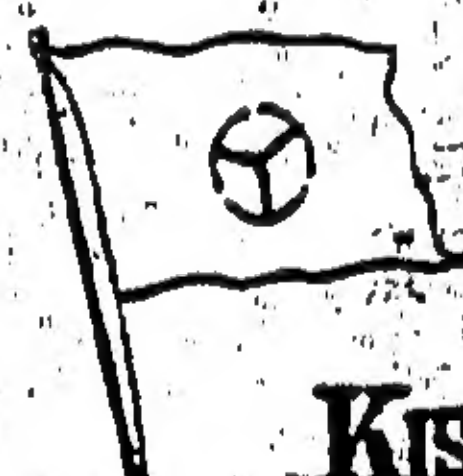
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## PACIFIC SERVICE.

SAILINGS FROM HONGKONG TO VANCOUVER via Shanghai, Nagasaki (or Moji) Kobe and Yokohama.

Steamer	Leave Hongkong	Arrive Vancouver
"EMPRESS OF ASIA"	11th June	30th June
"EMPRESS OF JAPAN"	16th June	16th July
"EMPRESS OF RUSSIA"	10th July	28th July
"MONTEAGLE"	16th July	18th August
"EMPRESS OF ASIA"	7th August	25th August
"EMPRESS OF JAPAN"	30th August	16th September
"EMPRESS OF RUSSIA"	4th September	22nd September
"MONTEAGLE"	27th September	22nd October
"EMPRESS OF ASIA"	2nd October	20th October
"EMPRESS OF JAPAN"	18th October	5th November
"EMPRESS OF RUSSIA"	30th October	17th November

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"EMPRESS OF RUSSIA" "EMPRESS OF ASIA" ... Gold \$491.00  
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Payable in Local currency at demand rate on New York.

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"VAN WAERWYCK"

will be despatched on June 12th, to, SINGAPORE, PENANG, AND BELAWAN DELI.

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Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
"TAIYUAN"	...	June 6th, 3 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian Ports. For freight or passage, apply to

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## INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	PLACES	DATE
TIENTSIN via WEIHAWEI	"CHIPSING"	Thurs. 6th June, Noon.
STRAITS & CALCUTTA	"FOOKSANG"	Fri. 6th June, 3 p.m.
SHANGHAI	"CHOYKANG"	Fri. 6th June, 8 p.m.
MANILA	"YUENKANG"	Fri. 6th June, 3 p.m.
KOBE	"KWAIBANG"	Sat. 7th June, 5 p.m.
SHANGHAI	"HOBSANG"	Tues. 10th June, 8 p.m.
SINGAPORE	"CHUNKANG"	Tues. 10th June, 3 p.m.
HAIPHONG via HOIHOW	"TA-SANG"	Wed. 11th June, 8 a.m.
SANDAKAN	"HINSANG"	Wed. 11th June, Noon.
MANILA	"LOONGSANG"	Fri. 13th June, 3 p.m.

CALCUTTA LINE.—This Line is now being reorganized and will shortly afford frequent and regular sailings to Calcutta via Singapore and Penang. Returning from Calcutta steamers proceed via Straits and Hongkong as to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when convenient.

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TIENTSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

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CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAID
PAKHOI and HAIPHONG	"KAIPOH"	On 5th June, 10 A.M.
KOHOW and BANGKOK	"LUCHOW"	On 5th June, 10 A.M.
SHANGHAI	"SUIYANG"	On 5th June, Noon.
SWATOW and SINGAPORE	"KANGHOW"	On 5th June, 3 P.M.
SHANGHAI and TSINGTAO	"CHENAN"	On 8th June, 10 A.M.
CHINKIANG and WUHU	"YANGTSE"	On 8th June, Noon.
SHANGHAI	"YANGTSE"	On 10th June, Noon.
SHANGHAI	"YANGTSE"	On 12th June, Noon.
SHANGHAI and TSINGTAO	"YANGTSE"	On 15th June, 10 A.M.
MANILA, Cebu & ILOILO	"TAMING"	On 24th June, 3 P.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon Accommodation. Electric Light and Fans in Saloon and State-rooms. Regular and reliable service between Canton, Hongkong, Shanghai (three weeks) and Tsingtao (weekly), making Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wusung.

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(Occupying 8 to 10 Days)

"HAIYAN"	...   Capt. A. H. Stewart ...   FRIDAY,	5th June, at 1 P.M.
"HAIYONG"	...   Capt. J. W. Evans ...   TUESDAY,	10th June, at 1 P.M.
"QUINNEBAUG"	...   Capt. J. Medina ...   FRIDAY,	12th June, at 10 A.M.

Arrivals and Departures from the Company's Wharf (near Hakea Pier).

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SAILINGS FOR

## MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at Marseilles about	Due at London about
NEURALIA	...	30th June	8th July

FOR

## BOMBAY VIA STRAITS &amp; COLOMBO.

Steamer	Leave Hongkong about	Due at Bombay about
DUNERA	...	8th July

FOR

## CALCUTTA VIA STRAITS &amp; RANGOON.

ARRATOON: APCAR ... 11th June | 2nd July

## SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	SHANGHAI & KOBE
JAPAN	19th June	SHANGHAI Only.
DUNERA	24th June	SHANGHAI Only.

Tickets Interchangeable.

P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

## WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge. Steamers and Sailing dates are liable to be cancelled or altered without notice.

## NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Handbooks, etc., apply to  
MACKINNON, MACKENZIE & CO.,  
Agents.

22, Des Voeux Road, Central, HONGKONG.

N. Y. K.  
NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee and St. Paul Railways.

FUSHIMI MARU (calling Manila)	... Sunday, 22nd June, at 11 a.m.
KATORI MARU	... Sunday, 12th July, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez & Port Said.

YOKOHAMA MARU	... Friday, 12th June, at Noon.
AMBA MARU	... Friday, 27th June, at Noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU	... Wednesday, 25th June, at 11 a.m.
NIKKO MARU	... Wednesday, 23rd July, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

TOKIWA MARU	... Sunday, 15th June.
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BOMBAY & COLOMBO via Singapore.

KOSOKU MARU	... Saturday, 14th June.
SHINRYU MARU	... end of June.

CALCUTTA & RANGOON via Singapore & Penang.

RANGOON MARU	... Wednesday, 25th June.
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JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU	... Saturday, 21st June, at 11 a.m.
AKI MARU	... Saturday, 18th July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

MISHIMA MARU	... Sunday, 8th June, at 11 a.m.
SADO MARU	... Tuesday, 17th June, at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, South American ports via Cape, etc.).

For further information apply to—

NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293.

H. YASUDA, Manager.

## TOYO KISEN KAISHA

## SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS

Sailings from Hongkong—Subject to Change Without Notice

Steamers	Tons	Leave Hongkong
PERSIA MARU	8,000	June 18th.
KOREA MARU	8,000	June 18th.
NIPPON MARU	11,000	July 7th.
TENYO MARU	22,000	July 20th.
SIBERIA MARU	20,000	July 29th.
SHINTO MARU	22,000	Aug. 13th.

## SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO, SAN PEDRO, SALINO CRUZ, BALBOA, CALLAO, ARIKA AND IQUIQUE.

THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
SEIKYO MARU	17,500	July, 19th.
ANYO MARU	18,500	Sept. 10th.
SEIKYO MARU	14,000	Nov. 4th.

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, Ltd. and the PACIFIC MAIL STEAMSHIP CO. Passengers may travel by Rail between Ports of Call in Japan free of Charge. For full information as to rates, sailings, etc., apply to—

TRANSFERS 2274 and 2275.

T. DARGO, Manager,  
King's Building.

## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMERS & DEPARTMENTS	SAILING DATES
SHANGHAI, KOBE & YOKOHAMA	"NERA" ... 10,000	On or about 17th June
	"ANDRE LEBON" ... 22,000	On or about 24th July
	"PAUL LECAT" ... 22,000	On or about 18th Aug.

MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUZ, PORT SAID ... "NERA" ... 10,000 ... On or about 17th July.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURRET,  
Agent,  
Queen's Building,

Telephone 740.

O. S. K.  
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said.

"ANDES MARU" ... Tuesday, 10th June.  
"AITAI MARU" ... End of July.  
GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamers.

"SIAM MARU" ... Sunday, 15th June.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"HAWAII MARU" ... Saturday, 15th June.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"SIAM MARU" ... Sunday, 15th June.

SAIGON BANGKOK SINGAPORE—Regular Monthly service.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.

"KOISO MARU" ... Wednesday, 9th July.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"CANADA MARU" ... Saturday, 7th June.

HAIPHONG—Three times a Month service.

"DAITOKU MARU" ... Sunday, 15th June.

JAPAN PORTS—Moj, Kobe, Yokkaichi, Yokohama.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

For TAKAO via SWATOW AND AMOY.  
"SOHU MARU" ... Thursday, 5th June, at 9 a.m.

For KEELUNG via SWATOW AND AMOY.

For sailing dates and further particulars please apply to—

Y. YASUDA,  
Manager,  
No. 1, Queen's Building.

Tel. No. 744 and 745.

## CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" (15,000 tons, American Registry) "CHINA" (10,500 tons, American Registry)

SAILINGS FROM HONGKONG FOR

## SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" Aug. 18th, 1919. "CHINA" July 2nd, 1919.

[An unsurpassed high-class passenger service.]

Prince's Building

O. E. ELLER, Freight and Passenger Agent,  
Lee House Street, Tel. 1845

## PACIFIC MAIL S.S. CO.

## U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS

"EQUADOR," "VENEZUELA" and "COLOMBIA," 14,000 tons each.

HONGKONG TO SAN FRANCISCO, VIA SHANGHAI, KORE, YOKOHAMA AND HONOLULU. THE SUREST ROUTE.

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

S.S. "WESTTACA" will sail for San Francisco, via Shanghai, Japan Ports on or about June 8th, 1919.

S.S. "ARCHE" will sail for Vladivostok, Seattle, San Francisco and New York on or about June 15th, 1919.

S.S. "VENEZUELA" will sail for San Francisco on June 18th, 1919.

S.S. "EQUADOR" will sail for San Francisco on July 18th, 1919.

S.S. "COLOMBIA" will sail for San Francisco on Aug. 13th, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS and large comfortable state-rooms (all single and two berth only).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the Cabin, and the steamer co to passengers cannot be surpassed.

Tickets are interchangeable with the TOYO KISEN KAISHA and the CANADIAN PACIFIC OCEAN SERVICES, Ltd.

For further information (rates, schedules, etc.) apply to COMPASS OFFICE in Alexander Building, Chater Road, Telephone 41.



